The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[*The* MINING JOURNAL *is Registered at the General Post Office as a Newspaper, and for Transmission Abroad.*]

No. 1976.—VOL. XLIII. LONDON, SATURDAY, JULY 5, 1873. [WITH SUPPLEMENT.] PRICE ..... FIVEPENCE. PER ANNUM, BY POST, £1 4s.

ISSUE OF 20,000 SHARES OF £2 EACH.

A dividend of 10 per cent. per annum, payable quarterly, will be guaranteed for a period of three years upon the whole of the paid-up capital.

THE MALDON GOLD MINING COMPANY

(LIMITED).

VICTORIA, AUSTRALIA.

Incorporated under the Companies Acts of 1862 and 1867, whereby the liability of shareholders is limited to the amount subscribed.

Capital £50,000, divided into 25,000 Shares of £2 each.

(Present issue £40,000, in 20,000 shares of £2 each).

Payable—10s. on application; 10s. on allotment; 10s. in three months, and 10s. in six months.

DIRECTORS.

Colonel W. M. COCHRANE, 8, Notting Hill-terrace, W.

ANDREW GRAY, Esq., 1, Lime-street square, E.C., Director of the Malabar Gold Washing Company (Limited).

T. F. HENLEY, Esq., C.E., 56, St. George's-square, South Belgravia, Director of the New Zealand Kapanga Gold Mining Company (Limited).

FRANCIS IRVING, Esq., Wimbledon Common, Director of the Bowden Hill Manganese Mining Company (Limited).

J. R. STEBBING, Esq., J.P., Manor House, Millbrook, Southampton, Director os the Mutual Society, London.

BANKERS.

The LONDON JOINT STOCK BANK, 5, Prince's-street, City, and The BANK OF VICTORIA, at Maldon, Victoria.

SOLICITORS.

Messrs. REED and LOVELL, 1, Guildhall Chambers, E.C.

MINING INSPECTOR AND MANAGER.

Mr. WILLIAM SALTER, F.G.S., Manager of the Thornhill Reef Gold Mining Company (Limited), at Maldon, Victoria.

SECRETARY—Mr. W. B. COBB.

OFFICES—62, CORNHILL.

PROSPECTUS.

This company has been formed for the purpose of purchasing and working two rich mineral estates, known as the Bell's Reef and the North of England Reef, both being situated in the famous Maldon division of the Castlemaine mining district, of the Colony of Victoria, Australia. They are held under leases from the Crown, renewable according to the custom of the colony, at small yearly rents amounting together to £17 0s. 10d.; and there is no royalty. Taken together, these valuable claims comprise an area of over 16 acres.

The Bell's Reef property is most advantageously placed for mining operations. Two parallel lines of gold-bearing quartz pass through its entire length (about 990 ft.), one of which has been opened, and partially worked, with very profitable returns. The stuff obtained is unusually rich, the last 945 tons of quartz taken from the mine averaged 16 dwts. 5 grs. per ton, which, with the use of proper machinery, would enable the company to realise a very handsome result. Experience has shown that quartz with 4 dwts. of gold in the ton will pay expenses. Assuming that the average should be 10 dwts. (in place of 16 dwts. 5 grs.), it is estimated that, with a weekly output of only 500 tons of quartz, the net produce after payment of expenses would amount to £400 per week, or £20,800 per annum.

The shaft, which is in good order, is 260 ft. deep, and a cross-cut has been driven through the lode, where it shows a thickness of 13 feet, and is well defined. The mine has hitherto been worked by horse-whim, and the appliances, owing to the want of capital, are of a rude and primitive character. The machinery on the ground consists of a 12-inch cylinder horizontal engine and boiler, with brick shank, 12 heads of rotating stamps, two pairs of revolving Chilian mills, blanket tables, ripple tables, &c., for amalgamating and retort furnaces, with smithy, all housed; also a lift and large reservoir for supplying the stampers with water.

The North of England Reef comprises, in the lease to be taken over by the company, a total of 2280 feet of gold-bearing quartz. There are three lodes, passing through the whole length of the property, averaging from 3 to 4 ft. in width. These have been chiefly worked superficially, but a shaft has been sunk on one of the veins to a depth of 190 ft., the last crushing from which yielded about 15 dwts. per ton. This mine was stopped from want of funds, but there can be no doubt that it will prove exceedingly productive when energetically and effectually worked. A weekly output of 800 tons, at 10 dwts. to the ton, would represent a net yearly revenue of about £31,200.

The vendor has agreed to invest in approved Government stock, in the names of two trustees (one of whom shall be nominated by the directors), a sufficient sum as a guarantee for the payment of a dividend of 10 per cent. per annum on the paid-up capital for a period of three years, long before which period it is expected the company will be deriving the full benefit of the proposed additional works.

These properties are not introduced in mere reliance upon rich specimens submitted for examination, but upon the reports of Messrs. William Salter and Robert Nankivell, in whom the directors have the greatest confidence. The former has for the last 16 years been successfully engaged in gold mining, and the latter is mining surveyor for the district of Maldon, Victoria. Both these gentlemen have carefully inspected the mines, and are of opinion that they are amongst the best in the whole district, and offer a safe investment for capital. Their reports which are published herewith are also confirmed by:—

Robert Joseph Laurence, Esq., Justice of the Peace and President of the Shire Council of Maldon.

Richard Tobin, Esq., Justice of the Peace and Councillor for the Shire of Maldon.

H. M'Kenzie, Esq., Justice of the Peace and Councillor for the Shire of Maldon.

J. B. Jones, Esq., Secretary for the Shire of Maldon.

John Tate, Esq., Journalist at Maldon.

The directors also call attention to the following extract from a letter written by J. R. Griffith, Esq., Manager of the Bank of Victoria at Maldon:—

"I beg to stste that the claim and ground known as the 'Bell's Reef' has produced a very large quantity of gold, averaging in price £4 per ounce, is considered in this district to be *bona fide* mining property, and of great value."

The transfer of the whole property, including plant, buildings, rights of way, and improvements, will be made to the company for the sum of £30,000, of which the vendor has agreed to accept payment partly in cash and partly in fully paid-up shares of the company, at the option of the directors.

The reports, plans, and other documents can be inspected at the offices of the company, as also a Memorandum of Agreement, dated the 26th day of June, 1873, between Joseph Zalmanson of the one part, and William Boyce Cobb of the other part.

Application for shares to be made on the form accompanying the prospectus, with a remittance of 10s. per share to the bankers or to the secretary of the company; if no allotment be made the money will be returned without deduction.

REPORTS.

We, the undersigned, hereby certify that we believe the statements made in the accompanying reports on the Bell's and North of England Reefs, Maldon, to be correct, and that the properties are well known to us, and are *bona fide* mining properties.

Robert Joseph Laurence, Justice of the Peace and President of the Shire Council of Maldon.

Richard Tobin, Justice of the Peace and Councillor for the Shire of Maldon.

H. M'Kenzie, Justice of the Peace and Councillor for the Shire of Maldon.

J. B. Jones, Secretary, Shire of Maldon.

John Tate, Journalist at Maldon.

Mr. WILLIAM SALTER, F.G.S., reports:—

Maldon, April 21, 1872.—Herewith I hand you reports and particulars of mines. By the plan forwarded you will see the position the property occupies, and by certificates and reports you will know as to its *bona fides*. The properties are held on two leases of 15 years each, from the Crown. The one, in the North of England line of reefs, is 9 acres 3 roods and 20 perches, the lode worked only to a very shallow depth. The shaft was 180 ft. deep, with a lode in it 4 ft. wide, and the last crushing from sinking the shaft gave three-fourths of an ounce, or £3, per ton. The cost of breaking, raising, and crushing, after the ground was opened out, would be about £1 to 25s. per ton; the quantity of stone that could be raised would depend upon how much ground was opened out, and if well opened, say 800 tons weekly. This mine has no machinery, and it would not require anything more than a horse-whim, till the new shaft is sunk to a depth of 180 ft., 90 ft. of which is already sunk. The Bell's lode is a lease of 7 acres and 26 perches, the depth of the shaft is 240 ft.; there is a very strong lode in this mine, some places 30 ft. thick, and was very rich at the surface; the stone can be broken and crushed for 20s., to 25s. with the ground well opened, and more extensive crushing appliances than those now on the ground. The mine has hitherto been worked by horse-whim; the main shaft is in good working order, both being timbered and skidded. The machinery consists of a 12-inch cylinder horizontal engine and boiler with brick shank, 12 heads of rotating stamps, 2 pairs of revolving Chilian mills, blanket tables, ripple tables, &c., for amalgamating, and retort furnaces, with smithy, all housed in a house; lift and large reservoir for supplying the stampers with water, the embankment being 300 ft. long. I have forwarded some specimens of the quartz taken from the last run of the gold, worked about 140 ft. from the surface, and the following are some of the returns, being an average of 16 cwts. 5 grains per ton:—viz., 945 tons yielded 766 oz. 13 dwts. 10 grains gold. But, with an average of 10 dwts. per ton on 500 tons weekly, the profit should be £400, or at the same rate per annum £20,800. I enclose letter from the manager of the Bank of Victoria, Maldon, and certificates signed by the President of the Shire of Maldon and the Justices of the Peace, certifying from their personal knowledge as to the *bona fides* of the properties. None of the parties whose names are attached to this document have any interest whatever in it. The mines can be cheaply worked, and no doubt can be entertained of their value, as the parties signing the different documents fill the highest positions in Maldon, and have resided there for many years. WM. SALTER.

Report on the Bell's Reef and North of England Mines, situated in the Maldon division of the Castlemaine Mining District, Colony of Victoria, by Mr. ROBERT NANKIVELL, Mining Surveyor to the District of Maldon:—

"BELL'S REEF.—This property is held under lease from the Crown, and comprises an area of seven acres and twenty-six perches. The length of the reef is nine hundred and ninety feet (990); two parallel lines of gold-bearing quartz lodes pass through the entire length, one of which has been slightly prospected; the other was first opened in the year 1855 by a Mr. Bell, whose name it bears. Mr. Bell and mate realised a large sum of money within a short time from a small claim of about twenty-four feet in length along the line of the reef, the stuff being very rich; on its abandonment by Mr. Bell several claims were taken up by parties of Germans along the line of the reef, and successfully worked for several years, their yields from the quartz ranging from seven pennyweights to twelve ounces per ton. Some hundreds of tons from these claims, crushed at the Great Western Company's Crushing Mills, gave from two to three ounces per ton. Several of these, after selling their claims, left for Europe, since which the mine has been continually worked in the old rude and expensive manner of working formerly worked on the gold fields. The last 945 tons of quartz taken from the mine averaged 16 dwts. 5 grs. per ton. This considered, if the mine were systematically worked by the aid of proper machinery, would afford handsome dividends, after deducting working expenses, as the rock being of a schistose formation and the water light, is comparatively inexpensive to work. The lode through this mine is about half a mile east, and parallel with the line of the celebrated Nuggety Reef, mentioned in margin of the plan hereunto attached. At the south east angle of the lease block a grant of about four acres of ground has been obtained from the Government as a site for machinery, a dam for depositing tailings from the crushing-mills. The mine is advantageously situated for carrying on mining operations, being so elevated that the quartz taken therefrom can be conducted to the kilns (if required), and from thence to the crushing-mills, at a very trifling expense. It has also the advantage of a good water-shed, and dam sufficiently capacious to afford a supply of water all the year round for crushing purposes. The longitudinal section shows the depths of the shaft and the ground taken out at the bottom of the main shaft (260 feet from the surface). A cross-cut was put through the lode, where it shows a thickness of 13 feet, being well defined, and containing gold. I may also state that the whole of the debris taken from the mine has been purchased and carted away to the crushing-mill in the district. This would not have been done had it not contained a sufficient quantity of gold to pay. By way of conclusion, I may state that, in my opinion, the prospects of the mine offer a good opportunity for investment of capital. "ROBERT NANKIVELL, Mining Surveyor."

"NORTH OF ENGLAND MINE."—This property is held under lease from the Crown, and comprises an area of 9 acres 3 rods 20 perches. Three lines gold-bearing quartz veins pass through the block lengthways. The length of the lease block is 760 ft., thereby giving a total of 2280 ft. of gold-bearing lode within the boundary of the lease. The mine was first opened in 1858, by a North of England man, who gave it the name it bears. This man and mate held the mine for a period of seven years. During that time they worked the mine, as shown in the longitudinal section, taking the whole of the reef out from the surface to a depth of 60 ft., and about 100 ft. in length, the crushing from which ranged from 7 dwts. to 8 ozs. per ton. Nothing was done below this other than sinking the shaft to a depth of 190 ft. from the surface. In the bottom of the shaft the lode is 4 ft. thick, the last crushing from which yielded 15 dwts. per ton of gold. The two other lodes shown on the plan have been worked from the surface to a depth of 36 ft. The thickness of the lodes is about 3 ft.; the yield of gold per ton 15 dwts. to 1 oz. Owing to the zig-zag formation of the North of England reef, as shown in the cross section, it was considered advisable to sink a perpendicular shaft on the east, so as to strike the lode at a depth of 170 or 180 ft.; this shaft was sunk to a depth of 90 ft., when it was stopped for want of funds.

"An inspection of the plan shows the position of this property to be one of the best in the whole district, being in the direct line of the renowned Eagle, Hawk, and Linscott's reefs, which have been continuously worked for the last 15 years, and produced such enormous yields of gold (see notes in the margin of the plan). The character of the rock through which these lodes pass is schistose, and easily worked, and any persons or company wishing to invest in mining could not have a better opportunity. ROBERT NANKIVELL, Mining Surveyor.

Maldon, April 23, 1872.

THE PROSPECTUS OF THE

MAUGHOLD-HEAD MINING COMPANY

(LIMITED),

WITH PLANS AND REPORTS, SENT FREE.

Capital now to be raised will be employed not to try an experiment, but to increase the output of mines now in work, and yielding an excellent profit on the capital employed.

Within one month more than 500 tons of the best red hematite iron ore have been shipped from these mines to Cumberland at a profit of £1 per ton.

At this rate, even with the present very inadequate appliances, and after payment of office expenses, a profit of £10 per cent. per annum on the whole £50,000, the nominal capital of the company, is shown; but not even two-fifths of such capital have yet been employed in the mines, and the dividend calculated on the portion of the capital actually employed would be above £25 per cent. per annum.

If one-fifth more of the capital were now to be judiciously expended, the iron ore in sight and ready to be raised would increase the profits to nearer 50 per cent. per annum, and in addition would enable the directors to sink at once upon a very rich copper lode, which even at the surface yields numerous stones of copper ore, estimated to be very valuable, the copper being of the richest quality.

Extent of mining setts, 935 acres.

Dhyrnane Lodes, analysed by Fred. Claudet, Esq., Assayer to the Bank of England:—"Percentage of metallic iron, 62·00. This ore is of very good quality, and resembles in composition the red hematite of Cumberland."

Ballajorra Lodes, analysed by Henry M. Noad, Esq., Ph.D., F.R.S.:—"Iron, per cent, 61·34. An iron ore of first-rate excellence."

THE SHARE LIST WILL SHORTLY CLOSE.

Registered Office, 30, John-street, Bedford-row, W.C.

GREAT WESTERN (FOREST OF DEAN) COAL CONSUMERS' COMPANY (LIMITED).

Capital £120,000, in 6000 shares of £20 each.

£3 on application, £7 on allotment; three months' notice of further calls. No call to exceed £5 per share.

DIRECTORS.

EDWIN CRAWSHAY, Esq., Abbot's Woods, Cinderford, Forest of Dean, Chairman and Managing Director.

HENRY RICHARD LUCKES, Esq., Riverdale, Newnham, Forest of Dean (Director of Ross and Monmouth Railway Company).

FRANCIS NASH, Esq., Coleford, Gloucestershire, Colliery Proprietor.

GEO. WELLS OWEN, C.E., 7, Westminster Chambers, Westminster, S.W. (Chairman of the Silkstone Fall Colliery Company).

ARTHUR J. SHINNER, Esq., Cheltenham.

WM. WYLIE, Esq., Ashfield, Ross, Herefordshire.

BANKERS.

GLOUCESTERSHIRE BANKING COMPANY, Newnham and Lydney.

Or their Agents, the

UNION BANK OF LONDON, Prince's Street.

SOLICITOR—MAURICE F. CARTER, Newnham.

COUNTRY OFFICES—NEWNHAM, GLOUCESTERSHIRE.

SECRETARY—FREDERIC ASGILL CARTER.

PROSPECTUS.

It is proposed to take over the Royal Forester and Cannop Level Collieries, in the Forest of Dean, with all the plant, machinery, engines, buildings, stock, &c., and the land held therewith from the Crown, for the erection of all necessary workshops, cottages, &c., at £80,000.

The gales are held direct from the Crown, under the well-known Forest Tenure, which vests the gales in the owners absolutely, subject to royalty, which in this instance is only threepence per ton; this royalty is subject to revision every 21 years, and the dead or certain rent is £120 per annum, merged into royalty; there is a sum of £2700 standing to the credit of these collieries, which will be rebated in royalties, and be a source of profit to this company to that amount.

The extent is over 400 acres superficial area, and quantity of coal in the different veins, estimated upon the established rules of calculation, over 6,000,000 tons.

Two shafts have been sunk and worked in the crop of these coals, which proved their excellent quality, and their value has been fully tested and proved by the workings of other well-known collieries on all sides of these properties.

Hitherto the Forest of Dean coals from the western side of the Forest have been mainly exported by shipping, there being a well-appointed port at Lydney (which has been enlarged and improved) for collier ships; but the Severn and Wye Railway Company having recently converted their tramway into a narrow-guage railway, forming a junction with the Great Western Railway at Lydney, these collieries having their own siding to the Severn and Wye Railway, coals may now be loaded into trucks at the pit's bank, and require no changes or transhipment for Paddington and the other London stations connected with it; and to all places on the narrow guage system of the Great Western Railway a cheap, direct, and expeditious transit is secured.

The present prices of coal would show a very large profit, which it is not necessary to point out in a prospectus, but taking the ordinary working profit it would not be less than 4s. 6d. per ton net.

It is proposed to sink the present shaft down to the excellent Churchway High Delf Vein, a distance of only 40 yards from the bottom of the present shaft, to put up the necessary additional steam-power, and sink the second shaft required under the Mines Regulation Bill, and so put the collieries in full working order up to an output of 400 tons per day: to do this the proposed capital will be ample to all requirements, and the time and cost to carry out and well execute this work will be most materially lessened by the shafts already sunk, and the engines, winding gear, &c., are of ample strength to carry out the sinking.

It is customary to make estimated calculations of future dividends, but the real value of good colliery property is now so well understood that it has been preferred to state the facts in connection with these collieries, their extent of acreage and quantity of coal; and as there is no anticipated difficulty of any kind to the promptly carrying out of the work, there can be no question of its proving an investment of a highly remunerative character, paying large and growing dividends as the output is increased by the opening up of the collieries.

It is proposed that all shareholders in the company shall have the privilege of buying coal (in trucks of 8 or 10 tons) direct from the collieries at the wholesale merchant prices. In itself, in present times, this would be a handsome dividend, whereas such an arrangement would not diminish the dividend of the non buying shareholder, as the profit is estimated per ton on the basis of this arrangement, and the company would make arrangements for the delivery of the coal at the London and other stations.

This is worthy of special notice: there is no danger from fire-damp; in the Forest of Dean all workings are carried on with open lights.

Mr. Crawshay has agreed to accept, as remuneration for his services as managing director, in lieu of salary, £5 per cent. on the net profits.

The only contract entered into is dated the nineteenth day of March, 1873, and is made between John Hooper of the one part, and Maurice Frederic Carter, on behalf of the company, of the other part.

The Contract and Memorandum and Articles of Association may be seen at the office of the company's solicitor.

FORM OF APPLICATION FOR SHARES.

No..... To be Retained by the Bankers.

To the Directors of the GREAT WESTERN (FOREST OF DEAN) COAL CONSUMERS' COMPANY (LIMITED).

GENTLEMEN,—Having paid to your bankers the sum of £ , being a deposit of £3 per share upon shares in the above company, I request you will allot me that number of shares, or any less number, and I hereby agree to accept the number so allotted, and to pay all future calls that may be made thereon; I further request that my name may be placed on the register of shareholders.

Name in full .....

Residence .....

Dated .....1873. Profession or description.....

If not convenient to make the deposit with the bankers of this company, this form may be sent by post to the secretary, with crossed cheques or money orders made payable to him, in which case the bankers' receipt will be returned to the applicant.

*** THE SHARE LIST WILL CLOSE ON JULY 11, 1873.

THE GREAT AUSTRALIAN GOLD MINING COMPANY (LIMITED).

WKINS' HILL, TAMBAROORA, NEW SOUTH WALES.

Registered under the Companies Acts, 1862 and 1867.

Capital £200,000, in 100,00 Shares of £2 each.

Dividend into 75,000 A shares, and 25,000 (fully paid-up) B shares, the latter which are taken in part payment for the property. Out of the first dividend to be declared the A shares will be entitled to a preference one of £10 per cent., after which the B shares will be entitled to a like dividend, and the balance in hand will be divided (*pro rata*) between the A and B shares respectively.

The shares now offered to the public consist of 75,000 A shares only, on which will be payable 5s. on application, 15s. on allotment, the balances, if required, in calls not exceeding 5s. per share, at intervals of not less than 6 months.

Of the 75,000 shares upwards of 40,000 are already subscribed for by the directors and their friends, and the balance of 35,000 shares is now offered for public subscription.

In the event of no allotment being made, all moneys received for shares on application will be returned in full.

Applicants desiring to pay up in full on their shares can do so, and will be entitled to a dividend on the amount paid, and avoid all further liability.

DIRECTORS.

The Right Honourable LORD GRAVES, Thanckes, Devonport, Chairman.

The Most Noble The MARQUIS of CLANRICARDE, K.P., 17, Stratton-street, Piccadilly.

CHARLES APPLEYARD, Esq., Chesterfield House, South Kensington, and Kynaston Lodge, Harrow Weald, Middlesex.

General H. ERSKINE HICKS, East India United Service Club, and 44, Albemarle-street, W.

HENRY CYRIL GRAVES, Esq., 4, Chester Place, S.W.

(Lond.)

The Honourable Sir TERENCE AUBREY MURRAY, Knt., Member and President of the Legislative Council of New South Wales.

CHARLES NICHOLS, Esq., B.A., Civil Service Club, Sydney, and Managing Director of the "Long Drive" Gold Mine, Hawkins' Hill.

THOMAS FRANK PATRICK KAVENAGH, Esq., B.A., Managing Director.

(Sydney.)

TRUSTEES.

The Hon. Sir TERENCE AUBREY MURRAY, KNT., Member and President of the Legislative Council of New South Wales.

The Honourable Sir JAMES MARTIN, KNT., Q.C., Member of the Legislative Assembly, New South Wales.

CHARLES NICHOLS, Esq., Civil Service Club, Sydney.

EDGAR HUNGERFORD MINTON, Esq., Hill End, Tambaroora.

(Sydney.)

SOLICITORS.

London—CHARLES APPLEYARD, Esq., 1, New Square, Lincoln's Inn.

Sydney—ALFRED EDMUND JAQUES, Esq., 74, Elizabeth Street, Sydney.

BANKERS.

London—THE LONDON AND WESTMINSTER BANK, Temple Bar Branch.

Sydney—BANK OF AUSTRALASIA.

AUDITORS.

Messrs. JOSEPH and JOHN SAWYER, Public Accountants, 3, Adelaide Place, London Bridge, E.C.

SECRETARIES.

London—ROBERT PRESCOT APPLEYARD, Esq., 28, Connaught-square, Hyde-park, W.

Sydney—JOHN SPENCER WALTER, Esq., 9, Lincoln's Inn Fields, W.C., and Elizabeth Street, Sydney.

TEMPORARY OFFICES—No. 1, NEW SQUARE, LINCOLN'S INN, W.C.

EXTENT AND PARTICULARS OF PROPERTY.

This company is formed for the purpose of acquiring and working the "Great Australian Gold Mine," secured by a Crown license under "The Gold Fields Act of 1866," and situated on the celebrated Hawkin's Hill, in the district of Tambaroora, in the colony of New South Wales. The lease is granted for a period of 14 years (with the power of renewal), of which about 14 are yet unexpired, being the longest period for which the Crown has power to grant a licence under the "Gold Fields Act, 1866," and identical in terms with all mining licences granted in New South Wales and Victoria. The property is subject to a ground rental of 40*l.* per annum.

This (as will be seen on reference to the accompanying plan) is the largest mining property on the Tambaroora gold field, and has an area of 23 acres. Its natural position is hardly to be surpassed. It is traversed throughout its entire length by a broad belt of lodes, all more or less auriferous. Stone of a high average has been discovered at comparatively shallow depths within the area of the claim itself. The mines directly north and south have proved the paying character of these lodes, and the property may be said to be surrounded by the richest gold mines in the world, as the annexed extracts will abundantly prove:—

EPTRACTS RELATING TO NEIGHBOURING MINES.

Sydney *Empire*, Nov. 14, 1872.

"BYERS AND HOLTERMANN'S CLAIM.—The all absorbing topic of interest has been the unprecedently rich yield of gold from Messrs. Byers and Holtermann's Mine at Hill End. On Saturday morning, the 19th October, a mass of stone was shot out richer than anything that has ever been seen in the mine. The gold in mass is about 5 ft. long by 2 ft. wide at one end, and tapering to a point at the other, with an average thickness of 1 in. It was as much as 12 men could manage with crowbars to convey it from the mouth of the shaft to the treasure room, and required all their strength to help the whim horse to raise it out of the shaft. Subsequently about 2 cwts. more was dislodged, and the crushing yielded two nuggets weighing 11,088 ozs. The crushing is still going on, and Messrs. Byers and Co. expect 4000 ozs. more.

"PAXTON AND HOLMAN'S MINE, recently sold for £160,000, has its main shaft sunk to a depth of 300 ft. The last crushing gave a return of 449 ozs., valued £17,490, from only 2 tons of quartz.

"BROWN'S MINE, only 37 ft. in length, has yielded £50,000 within the last eighteen months.

"KROHMANN'S MINE.—The main shaft is 230 ft. deep. A recent crushing gave the almost unparalled return of 7133 ozs. to the ton."

The above enumerated returns, which it would be easy to multiply, showing the almost boundless richness and permanent character of the Tambaroora gold field, are a few of the startling yields which have served to win capitalists from almost every part of the Australian continent, and given the district a world-wide reputation. Within a few months only the investments of capital on Hawkins' Hill have considerably exceeded £1,000,000 sterling.

The Sydney correspondent of the "London Times," of April 15, 1873, writes—"The Western gold field continues to exceed expectations, especially the rich veins in Hawkins' Hill. Krohmann's and Holtermann's late crushings have galvanized the share market into dangerous activity."

PROSPECTS OF THE MINE.

(As will be seen from the extract taken from the "Hill End Observer and Tambaroora Herald" of Dec. 28, 1872, printed at the end of the prospectus).

The average yield of the crushings from Hawkins' Hill is 10 ozs. to the ton. It is hardly necessary to state that one-fifth of that average, working this mine only upon a comparatively limited scale, would more than suffice to pay back its capital yearly to shareholders. Thus, supposing 200 tons to be crushed per week, and yielding as low as 4 ozs. per ton, the result would be as follows—viz., 800 ozs. at £3 19s. 6d., equal to £3180, after deducting weekly expenses, say £200, with cost of crushing at 5s. per ton, £50, £2930 net per week would remain, or £152,360 per annum, equivalent to a dividend of nearly £80 per cent. per annum on the whole capital of the company.

The directors, however, carefully abstain from over-sanguine representations as to the prospects of the mine; at the same time they would state that trustworthy information derived from a variety of sources, and confirmed by the report of Messrs. Nichols and Robertson, printed with the prospectus, who have examined the mine, the originals of which can be seen at the offices of the solicitor to the company, has convinced them of the soundness of the undertaking.

TERMS OF PURCHASE.

The purchase-money of the property is £100,000, and the vendors have consented to take half that amount in fully paid B shares of the company, and such shares shall not be entitled to any dividend until a preference dividend of £10 per cent. shall have been paid on the 75,000 A shares; and if, as the directors anticipate, no more than £1 per share will ever be required to be called up, the purchase-money would practically then be only £75,000.

That the amount of this valuation is by no means out of proportion to the worth of this company's property will at once appear from the following statistics and comparison with other mines on Hawkin's Hill, which have been purchased for cash by public companies at the following prices:—

All Nations	Feet 180 × 200	£ 25,000
Armstrong	120 × 900	8,000
Beyers and Holtermann	122 × 600	72,000
Brown's	37 × 600	35,000
Carroll and Beard	90 × 60	90,000
Crown Prince	100 × 600	12,000
French Marie	120 × 900	12,000
Golden Ville	60 × 138	6,000
Hermann's	90 × 60	48,000
Hickson and Co.	60 × 600	80,000
Johnson's	150 × 600	17,000
Krohmann's	147 × 600	80,000
Monte Christo	60 × 600	15,000
Morning Star	90 × 600	72,000
Oxon	60 × 600	25,000
Paxton's	150 × 120	160,000
Rampant Lion	60 × 300	55,000
Rawsthorne	150 × 120	160,000
Rapp's	180 × 600	120,000
Tuppett's	120 × 300	8,000
Total		£1,100,000

The property is bounded on the south by the well-known mines of England's Glory, and Cornucopia, both working rich stone, and on the south-east by the Sidney Clunes Mine, which was recently bought by Melbourne investors for the

Registration of New Companies.

The following joint-stock companies have been duly registered:—

KROMSCHRODER GAS COMPANY OF ENGLAND (Limited).—Capital 120,000*l.*, in 1*l.* shares. To carry on the general business of a gas company. The subscribers (who take one share each) are—J. S. Muir, 31, Park-lane, Leeds; J. F. G. Kromschroder, 15, Gloucester-street, Regent's Park; Henry Allnutt, 148, Bermondsey-street, S.; John King, M.D., 12, Cambridge-gardens, Kilburn; R. R. Wells, 11, Old Quebec-street; P. W. Hastings, 16, Patshull road, N.W.; and T. E. Biddle, 23, Bloomsbury-street.

JESTY'S PATENT MARINE ANTI-FOULING COMPOSITION AND DURABLE PAINT COMPANY (Limited).—Capital 50,000*l.*, in 5*l.* shares. To acquire an invention for a better method of cleansing the bottoms of ships. The subscribers (who take one share each) are—William Jesty, 22, North-street, Gosport; E. P. Thompson, Alverstoke, Hants; T. H. Taunton, 19, Fulham-place, Maida-hill; H. Murphy, 38, West-square, Southwark; G. H. Priest, 6, Worcester-street, S.W.; C. B. Lynch, 28, Davies-street, Berkeley-square; and H. Skidmore, 18, Portugal-street, Lincoln's Inn.

FRENCH RAILWAYS GENERAL EXTENSION COMPANY (Limited).—Capital 1,000,000*l.*, in 20*l.* shares. For the construction of two lines of railways in France, one to traverse the departments of Aisne, Ardennes, Maine, and Haute Maine, and the other to extend from Cognac to Surgerès. The subscribers (who take one share each) are—Alfred Brett, 150, Leadenhall-street; J. F. Hichins, Enmore-park, South Norwood; T. E. Gallagher, 158, Leadenhall; J. C. Mounsey, 118, Cannon street; Joseph Rivolta, 19, Change-alley, E.C.; J. W. Vickers, 3, Cooper's-court, Cornhill; and G. E. Welsman, 117, Leadenhall-street.

MALDON GOLD MINING COMPANY (Limited).—Capital 50,000*l.*, in 2*l.* shares. For the acquisition of mining property at Maldon, Victoria. The subscribers are—H. B. Cochrane, 8, Notting-hill, terrace, 50; A. Gray, 1, Lime-street-square, 50; J. R. Stebbing, Manor House, Mellbrook, 50; Charles O. Rogers, Winchester House, 50; T. S. Henley, 56, St. George's-square, 50; M. A. McKenna, 5, Union-court, E.C., 50; and C. Beardesley, Thames Ditton, 20.

WELSH WOOLLEN MANUFACTURING COMPANY (Limited).—Capital 150,000*l.*, in 10*l.* shares. For the manufacture of woollen and other goods. The subscribers (who take one share each) are—C. H. Tracy, M.P., 68, Eccleston-square; O. M. Crewe Read, Llandinam, Montgomeryshire; W. Palliser, 14, Cromwell-place, W.; F. J. Berwick, 4, Queen's-square; Frank Bolton, 21, Grosvenor Mansions; J. W. Webber, The Rock, Newton, Montgomeryshire; F. Whitaker, 12, Lincoln's Inn.

LONDON AQUARIUM COMPANY (Limited).—Capital 200,000*l.*, in 10*l.* shares. To establish an aquarium near Tothill-st., Westminster. The subscribers (who take one share each) are—Viscount Gort, 10, Warwick-square; William Stevens, Tulse Hill; E. B. Bright, 26, Duke-street, Westminster; John McMillan, 7, Westminster Chambers; Joseph Quick, Great George-street; J. S. Hargrave, 3, Victoria-street; Arthur Higginson, Westminster Chambers.

HARVEY, NICHOLS, AND COMPANY (Limited).—Capital 18,000*l.*, in 10*l.* shares. To take over the well-known drapery business at Knightsbridge. The subscribers are—B. C. Harvey, 1, Sussex-place, Hyde Park, 1800; James Carruthers, 5, Poland-gardens, W., 1000; Annie Nichols, 10, The Bolton, South Kensington, 500; Joseph Gilbertson, Turnham-green, 350; W. Cooper, 158, Brompton-road, 350; R. W. Tuck, 15, Grove-place, Brompton, 100; Joseph Watson, 43, Warwick-Gardens, W., 100.

ANGLO-PERUVIAN MINING COMPANY (Limited).—Capital 200,000*l.*, in 20*l.* shares. To carry on mining and smelting operations in Peru. The subscribers (who take one share each) are—Frederick Claudet, 6 and 7, Coleman-street; J. G. Barry, 8, Old Jewry; G. H. Ogston, 22, Mincing-lane; E. Charrington, 28, Queen's Gate Gardens; W. F. T. Berry, Beckenham; George Hallett, 296, Rotherhithe; and J. H. Morbey, 11, Friday-street, E.C.

THOMAS HORRIDGE AND COMPANY (Limited).—Capital 40,000*l.*, in 1*l.* shares. To take over the business of Mr. Thomas Horridge, of Manchester, auctioneer, &c.

ALDERSHOTT BRICK AND TILE COMPANY (Limited).—Capital 30,000*l.*, in 1*l.* shares. To carry on business as brick and tile manufacturers, at Aldershot. The subscribers are—F. Eggar, Manor Lodge, Aldershot, 100; J. Akerman, Plow, Ansley Alton, 100; C. M. Lucocck, 30 and 31, Upper-street, Islington, 100; William England, 28, Bush-lane, E.C., 10; W. H. B. Castle, 5, Chancery-lane, 10; E. Mirams, 110, Hemingford-road, N., 10; and H. C. Eggar, Aldershot, 10.

QUEEN'S THEATRE, MANCHESTER (Limited).—Capital 40,000*l.*, in 5*l.* shares. To take over the Queen's Theatre, Manchester.

CORNISH PUMPING ENGINES.—The number of pumping-engines reported for May is 18. They have consumed 1853 tons of coal, and lifted 13·3 million tons of water 10 fms. high. The average duty of the whole is, therefore, 48,600,000 lbs., lifted 1 ft. high, by the consumption of 112 lbs. of coal. The following engines have exceeded the average duty:—

Crenver and Wheal Abraham—Pelly's 80 in.	Millions	54·4
Ditto —Willyams's 70 in.		59·0
Dolcoath—85 in.		62·4
East Pool—63 fms.		48·6
Great Work—Leed's 60 in.		55·4
West Basset—Thomas's 60 in.		53·7
Ditto —Grenville's 70 in.		49·2
West Chiverton—New 80 in.		63·4
West Wheal Seton—Harvey's 85 in.		57·1

As in several preceding months, Mellanear 76, with four boilers, has made the highest number of strokes from May 20 to June 16, having made a total number of 428,000 strokes, worked at the rate of 11 strokes per minute, and lifted 79,076 lbs. of water.

North Levant, St. Just, has made the lowest number of strokes from May 12 to June 17, a total of 66,800 strokes, or at the rate of 1·2 per minute, lifting in the month 19,198 lbs. of water.

Five rotary engines are reported:—Carn Brea, 32 in.; Dolcoath, 38 in. double; East Pool, 32 in.; Wheal Margaret, 36 in.; and West Basset, 30 in. Of these, East Pool has made the highest number of strokes. From May 21 to June 23, 558,000 strokes, or 11·7 per minute, lifting 42·9 millions of lbs. 1 foot high by consuming 112 lbs. of coal.

PRICES OF MATERIALS

As charged at the PROVIDENCE MINES during the following months:—

Description.		Feb.	March.	April.
Hoop iron	per cwt.	17s. 0d.	—	—
Borer cast steel	"	46 0	—	—
5 in. patent nails	"	22 0	—	—
4 in. ditto	"	23 0	—	—
3½ in. ditto	"	24 0	—	—
Steel-point shovels	"	54 0	—	—
Leather	per lb.	1 10	—	—
Norway balk timber	per foot	0 11	0 11	0 11
Red pine ditto	"	1 4	1 4	1 4
Mining & house coals	per ton	from 22s. to 32s. per ton.		
Best candles*†	per doz.	5 9	5 9	5 9
Tallow†	per cwt.	48 0	48 0	—
Olive oil†	per gal.	4 3	—	—
Powder†	per 100 lbs.	42 0	42 0	42 0
Safety fuse†	per coil	0 4	0 4	0 4
Rope†	"	42 0	—	—
White yarn†	"	—	0 5¼	—

* Registered red wick, burn 3½ to 4 hours. † Delivered free.

EAST BALLESWIDDEN.—We have inspected some specimens of the produce from the forebreast in the 30 fm. level. The lode is from 3½ to 4 ft. wide, and is highly charged with tin throughout—two or three branches extend from top to bottom of the end, and the specimens broken by the Chairman at his recent visit yield fully 100lbs. to the ton of lode; and, as stoping will commence so soon as ground is opened, the future returns must necessarily augment. There are many elements associated with this enterprise of an encouraging character—no fuel is required for stamping or dressing, ample water-power existing; the costs are light, and the last four quarterly dividends have been 2 per cent., the shares being fully paid-up. The mines in this district are of first calibre, both in respect to magnitude and profits—Levant, Botallack, North Levant, Boscaswell Downs, and Balleswidden, which together have yielded upwards of 3,000,000*l.* sterling on less than a combined capital of 150,000*l.* The progress at East Balleswidden augurs equally satisfactory results, while the workings are closely watched by local capitalists and practical operators on the London Mining Exchange, who anticipate additional discoveries, for the ground already opened was identical with the other paying mines in this district. We may add that it is not the custom of these gentlemen to embark until the future of an adventure becomes a "determined success;" and at times they catch the holders of shares, who have borne the brunt of the battle, at the identical moment when they should add to their holdings instead of realising, for all risks then become extinct.

IMPORTANT DISCOVERY OF TIN IN CORNWALL.—The resuscitation of Drake Walls appears to have given an impetus to researches amongst the old mines of the county for new sources of wealth, and the latest result is that Capt. Parkyn, the well-known mine agent of Roche, who has recently brought out his important "Save-All" tin dressing-floors, has discovered tin lodes of extraordinary richness within the old Fowey Consols Mine, which appear to have escaped the attention of the old miners, and have never been worked. Fowey Consols was formerly worked for copper by the late Mr. Treffry, of Place, Fowey, the originator of the railways now being developed into something like system by Mr. Roebuck and Sir Morton Peto. Under Mr. Treffry's management the mine yielded a profit of nearly 1,000,000*l.* from the copper lodes, and large fortunes were made by many persons who were fortunate enough to be connected with it. Capt. Parkyn is said to have discovered and laid open in virgin ground several rich tin lodes running parallel to the copper lodes, and only distant from them 100 fms. A very great advantage connected with the discovery is that great facilities are presented by the nature of the ground for working the lodes without the aid of steam machinery. It seems strange that in the heart of a rich mining district, such as St. Blazey, these rich tin lodes should so long have passed unnoticed, and remain to be discovered by a comparative stranger to the district. We are informed that samples of the lodes have been tried with the most satisfactory results. An influential company has been formed for working the mine, and they anticipate having tin in the market before the close of the year.—*Western Morning News.*

Meetings of Public Companies.

WEST FRANCES MINING COMPANY.

A special general meeting of shareholders was held on the mine, yesterday, for the purpose of meeting the committee of South Frances, with a view to the settlement of the encroachment claims.

Mr. PIKE (the purser) explained that at the last meeting they considered the services of the committee were superseded by the propositions that were then offered to the South Frances adventurers, but since then counter suggestions had been made, with a view to the settlement of the question in dispute, and the agents, not wishing to take the responsibility on themselves, thought it wise to call a special meeting of the adventurers together to consider these suggestions, and approve them or otherwise. They had been submitted to Mr. Prothero Smith and Mr. Baily, both of whom had expressed their concurrence in them, and the wisdom of settling the dispute on the basis now offered. The terms were:—

1.—South Frances to cede to West Frances all that piece of western ground to the north of the initialed boundary line on Mr. Henderson's plan marked A to B, reserving all surface machinery and floors as at present erected.

2.—South Frances to pay West Frances the sum of 1750*l.* in full discharge of every liability incurred by the recent encroachment, the said sum to be paid in four quarterly instalments, the first to be paid on the ratification of the agreement.

3.—That South Frances adventurers have way-leave for any levels they may require to be drawn through the piece of ground to the south of the initialed boundary line on Mr. Henderson's plan.

The purser added that the piece of western ground would be of advantage to West Frances, and South Frances asked a right of way through, as a small corner of West Frances sett, which was necessary to work their own lode advantageously. If the meeting accepted these terms they would confer benefit on both mines, and on mining generally, by bringing to an end what a short time ago threatened to be a mining scandal. Since the circular convening the meeting had gone out the effect on the market value of the mines had been to increase the value of West Frances nearly 10,000*l.*, and South Frances in a proportionate degree, showing that public confidence in both mines was being restored. If they accepted this agreement they would show to the world that they could settle a large matter like this in a peaceable way, and without going to law. (Applause.)

Capt. JOSIAH THOMAS, in reply to an adventurer, said that, under the circumstances, he would recommend them to accept the agreement. They were acquiring a piece of ground to the west which they wanted for the purpose of working their mine, and without which they could not explore their lodes at deeper levels, and they were not giving up anything in the eastern part except giving a right of way through levels, and this would not disadvantage them in any way. With regard to the money value of the ground taken away, he never considered it was anything like enough, and if they had gone to arbitration they would have got more; but he would rather accept this agreement than go to law, and he would advise the company to accept it.

Mr. HARRIS said that, seeing the lawsuit between West Basset and South Frances lasted 13 years, and cost 20,000*l.*, he thought they could not do better than accept the agreement, and he moved a formal resolution to that effect.

Mr. BUDGE seconded it, and read a letter from the solicitor in Bristol, who was an old shareholder in the mine, recommending that the difference in the returning charges should be divided. It would be absurd to go to law, and any fair arrangement was better than the lawsuit. There was no principle involved, and the heavy expenses, the delay, and the consequent injury to the mine involved in a lawsuit would be the cause of far more loss than gain.

The resolution agreeing to accept the proposition was carried unanimously, and it was explained that the western piece of the ground ceded was 150 fms. long by 50 fms. wide.

A vote of thanks was accorded to Mr. Prothero Smith for his good offices in endeavouring to bring the matters in dispute to an amicable settlement.

The PURSER stated that a special meeting would be called to confirm the resolution just carried, and the meeting then terminated.

THE DYFFRYN MAIN COLLIERY COMPANY.

A meeting of shareholders was held on Wednesday at No. 2, Austin-friars, Old-Broad-street,—Mr. GEORGE BATTERS, the Chairman of the board, presiding.

The CHAIRMAN said: Gentlemen—You are aware that this company has only had four months of existence, therefore the directors cannot have much to say to you. Like with companies of older date, the labour question with us has been one of complication, and since our incorporation we have had to advance our men something like 20 per cent. all round. If it had not been for this we should have had a very much better tale to tell you than we have at present. Not only have we had to make an advance of wages, but we found on taking over the company that there were several old contracts which were not of a very paying character. We have met with no difficulties in the working of our collieries—there have been no unpleasant mysteries revealed to us. The facts as stated before our incorporation have now been proved in our own experience. We now know that we have 1200 and odd acres of unbroken coal field in the new workings in course of working, and another unworked coal field. We have in our deep sinkings seams of coal untouched, and I need not tell you that a coal field of 1200 or 1500 acres in extent, unworked and situated so favourably as this is, must be of great value, possibly of more value in future than you could dream of in the past. Our colliery situation is second to none in the kingdom. We are close to our own wharfs, and the shaft is within a very few yards of the railway sidings, so that with regard to facilities for getting rid of your coal you are thoroughly well situated. As to the quality of the coal it is well adapted for land engines and general steam purposes. The 1200 acres I have called your attention to—chiefly bituminous coal—form an immense property, an immense coal field, big enough to last us for 100 years to come; but when that our present drivings are extended into our workings—because we are driving through the workings of an adjacent colliery by an arrangement with the proprietors—when that is accomplished I say that we shall get two or three fields, or between 200 or 300 additional acres of unworked coal, known as the Rhondda and Aberdare coal. When we are able to work these fields our colliery will be in a position certainly to realise our capital twice over in a year. That is something to look forward to at the end of two or three years. Meanwhile, we have a coal field to work upon that we need make no impression upon, for, I might almost say, a generation, and while we are working to get into our main or new workings we have seams to work upon which are themselves very profitable. Speaking of old and bad contracts I may tell you that the whole of these contracts have been worked off except one, and that is only to the extent of 4000 tons. We are losing money by that. You know the worst of it, and it is not more than two or three weeks' work to clear it. The output of our colliery in March was 7342 tons, in April, 5612 tons, and in May, 7168 tons. I am happy to inform you that during the three months we have made a profit of 3682*l.* This, upon the capital paid up, should give us about 25 per cent., or 30 per cent. upon the total capital if it had been paid up. What we propose now is to give a dividend of 10 per cent. (per annum) for the three months, and this I hope you will, under the circumstances, consider satisfactory. Our prospects are remarkably promising. We are on good terms with our workmen. We have no anticipation of strikes or anything of that kind, and we have no reason to fear an attempt being made to obtain an increase in wages. As to the price of coal in the future, I think I speak the opinion of the board when I say that our prospects are favourable. I do not think we shall have lower prices for some time to come. I do not see where they are to come from. The output does not seem to be increasing in a like ratio to the demand, so that there need be no fear about the price of coal in the future. Mr. Scott has been over to Ireland, and has done us a good service in opening up a new market in Cork. Belfast has been a good market for our coal, and we have done business elsewhere—London, for instance. The Great Western Railway Company has taken a considerable quantity from us. We are not in the habit of making bad debts I am happy to inform you. We have been able to steer clear of that sort of thing, for our consumers have been mostly of a high class. We had good reason to be satisfied with our management. Mr. Reynolds is the present manager, and he, as you will remember, occupied that position prior to our taking the concern. Mr. Bidder is your managing director, and we have every reason to be satisfied with his ability in the management of your affairs. Our London management is of a very inexpensive kind, but we believe it to be as efficient as could possibly be, although we are speaking of ourselves when we say this. Your directors hold weekly meetings, and attend to the interests of the company as though the whole thing belong to them. We have no accounts to present to you, this being merely a statutory meeting, as you u are aware. We are called together by Act of Parliament, in order that you may know on what foundation your house is built. I shall be happy to answer any questions which you may think it advisable to ask. I have only now to declare a dividend of 10 per cent., and request you to elect two directors. Your present directors are Mr. Hallett, one of the directors of the London Gas Company, a gentleman of business qualifications and habits, and one who, I can assure you has done his utmost in your interests, Mr. Scott, my brother, myself, and Mr. Bidder. Your directors would like you to add two more to their number. I beg to propose the Rev. Henry Ward, of St. John's Wood.

This proposition was seconded by Mr. SCOTT, and carried unanimously.

Dr. Miller was then proposed by Mr. SCOTT, and this having been seconded, was also carried unanimously.

Both the newly elected directors having expressed their thanks to the meeting for the trust reposed in them, the CHAIRMAN, in reply to some observations which were made by Mr. Scott and others, said we have 1200 acres of very good coal, representing many millions of tons of coal, which will take generations to work out.

Mr. BOYD said he was a new shareholder in the company, and he had come there that afternoon totally unprepared for the statement the Chairman had made with reference to the success of the concern. He had been connected with the coas trade all his life, and he, therefore, knew something of it; and he could say from his experience that the account the Chairman had given them was the most satisfactory ever laid before a body of new shareholders. It was impossible for any company to come together for the first time without finding out something with regard to the concern they were connected with which they did not know before, and it was impossible for new companies to take old concerns without having to accept old contracts which would not pay them. He thought the Chairman and the directors were deserving of the best thanks of the shareholders for having helped them to put their money into such a good undertaking, and he trusted the meeting would join with him in expressing their thanks.

The vote of thanks was seconded and carried unanimously.

The CHAIRMAN, in returning thanks, mentioned the fact that the directors had introduced the company's coal to the Linoleum Company, who thought very highly of it.—The meeting shortly afterwards adjourned.

SIERRA BUTTES.—At a meeting of the directors, on June 28, an interim dividend of 2*s.* per share, free of income tax, was declared on original Sierra Buttes shares.

CAPE COPPER.—In the report to be submitted at the meeting on Wednesday the costs and returns account for 1872 shows that the estimated balance of costs for the year, after taking credit for the sum of 74,419*l.* 8*s.* 7*d.* received for ore and regulus of 1872, sold previously to April 30, 1873, amounts to 130,000*l.* The returns from Ookiep and Spectakel are together 8098 tons of ore, being 758 tons in excess of the quantity obtained from these two mines in the preceding year. To this is added 253 tons of ore obtained from the trial mines in previous years and in 1872, but brought to market in the latter period. The assays of the ores taken at the mines by the humid method, and after allowing a deduction to conform them to the Swansea assays, is 33¼ per cent.

WHEAL UNY.—At the general meeting, on Wednesday, the accounts showed a debit balance of 1922*l.* 7*s.* 5*d.*, and a call of 7*s.* 6*d.* per share was made. The agent's report was considered very satisfactory; it will be found in another column.

[For remainder of Meetings see to-day's Supplement.]

THE CELEBRATED DYLIFFE MINES.

As will be seen by what appears in another column, the directors have addressed a statement to the shareholders, pointing out the position and prospects of this famous property. Additional thereto, it may be mentioned that Captain Arthur Waters, the manager of Roman Gravels and Tankerville, after describing the district, states that:—

Taking the joint yield of the three lodes of the Dyliffe Mines over a period, (say) for the last 18 years, no mines in Cardiganshire or Montgomeryshire can compare with them. The monthly returns have often been from 250 to 300 tons, and notwithstanding the low price of lead ore during that time, as compared with present prices, the mines gave profits amounting to about 150,000*l.*, exclusive of the purchase and erection of the very powerful and extensive machinery and general plant for pumping, winding, crushing, stone-breaking, and dressing ore at Dyliffe, Esgairgaled, and Llechweddu Mines. The Right Hon. John Bright, M.P., and his co-partners made a considerable fortune out of the working of the mines, and, although now about to dispose of the property, the majority o them (if not all) entertain the highest opinion still of the future success of the undertaking, especially that sufficient capital will be available, and the intention of the purchasers being to carry out the development of the three great lodes lengthways and in depth in a miner like and vigorous manner.

The length of ore ground laid open on the Dyliffe lode from first to last is some thing like 365 fms. The western end of this great run of ore—at and about Dyliffe engine-shaft, is wrought, more or less, from surface to the 96 fm. level: the length of the ore ground stoped, measuring from the boundary between Dyliffe and Dyfngwm Mine to a point east, marked B in the section, is 110 fms. The lode throughout this ground was of great width, and yielded ore in extraordinary quantities. The only lode Capt. Waters has seen whose width and productiveness and general character (a soft lode) are analogous in any way to this is the Van lode. At the time Capt. Waters inspected the mine a cross-cut was being driven at the 105 to intersect the vein directly under the present 93 fm. level stopes, where the ore ground is 3 fms. wide, and, like the sister lode at the Van, made up of courses and veins, and strings of lead ore, stone, quartz, and blende, beautiful to look at, and filled in under the guidance of laws orderly and wonderful beyond our ken. Since then the lode has been cut and proved very rich.

Referring to the Llechweddu lode, Capt. Waters remarks that no mine he has seen, save the Van and Roman Gravels, can show such extent of ore ground, such a long profitable course of ore, as that under consideration. From the engine-shaft to the west end of the stopes in the 75 fm. level the length of ore ground taken away is 85 fms., and from same shaft to the east end of the stopes in the 95 is a distance of 280 fms.; together a continuous run of rich ore ground 365 fms. long Lodes like these never die out. Changes come and go throughout the physical creation. And thus it is in great mines, the which, under full and proper development, are handed down from generation to generation.

The Esgairgaled, lode and mine, is only in its infancy, for, compared with the other two, the working of it is only just commenced. This lode is 6 fms. to 8 fms. wide in places, and where now being stoped in the back of the 35 fm. level, west of winze, there is a course of ore 20 fms. long, of great width and character, like that in parts of the Van Mines.

All Cwmystwith Mine, the Van Mine, Dylife group of mines, and Sir John Conroy's mines, near Llanbrynmair, are all in the same productive zone. The mines of Dylife have a name in the musty records of ancient history; they contributed funds, in all probability, in Sir Hugh Myddelton's time to bring the New River from Ware to London; they enriched the Williams', Pughs, Brights, Cobdens, and others: and, when started under the auspices contemplated, and laid open afresh, as it is intended, Capt. Waters thinks that their latter days will be their best, and future generations be enriched accordingly. All the machinery necessary to work the mines and dress 300 tons of ore monthly is fixed and now in working order on the property.

Mr. Walter Eddy says: With the large quansity of ground undeveloped in every one of the veins, and the capital indications presented for ore in so many places, he sees no reason why the mine should not prove as rich and make as large dividends in the future as it has done in the past workings, and he feels confident that such will bd the result.

The manager (Capt. E. Evans) states that the machinery and dressing-floors on the mine, which are very extensive and efficient, are now being put into thorough working order. As soon as this is is accomplished he has no doubt the returns will be at least 100 tons of lead ore per month, and, with the ore ground now being discovered at Esgairgaled and Dylife, these returns will be steadily increased, and with them the profits to the shareholders. There ar5 now about 220 persons employed in and on the mine, and this number will be gradually increased.

VAN MINES—MONTHLY REPORT.

July 2.—The engine-shaft is sunk below the 60 fm. level 8 fms. 4 ft. The 60, west of Seaham's shaft, is driven 14 fms. 1 foot; this end is worth for the width of the lode carried 80*l.* per cubic fathom; set to six men, to drive at 240*s.* per fathom. The same level, east of shaft, is driven 8 fms. 5 ft. 4 ins. upon a lode worth at the present end 60*l.* per cubic fathom: set to six men, at 250*s.* per fathom. The 45 west end is now 101 fms. west of Seaham's shaft; the lode in the present end is worth 140*l.* per cubic fathom. We hope in about three weeks hence to communicate this end with the winze sinking from the 30; set to six men, at 220*s.* per fm. The winze sinking below this level at a point 30 fms. west of shaft is down 9½ fms.; set to six men, at 240*s.* per fathom. The 45, east of shaft, is for the present suspended, and we have put the men to cross-cut north at the present end to prove the width and value of the lode; set to four men, at 200*s.* per fathom. A winze sinking by the side of the lode below the 45, at a point 37 fms. east of shaft, to ventilate the 60, is down 3 fms; set to six men, at 110*s.* per fathom. The stope in the back o the 54, east of shaft, is set to eight men, at 90*s.* per fathom. The stope in back of the 40, ditto, is set to six men, at 90*s.* per fathom. The stope in the back of the 16, ditto, is set to six men, at 80*s.* per fathom. The stope in back of the 25, ditto, is set to six men, at 80*s* per fathom. The stope in back of the 8, ditto, is set to six men, at 80*s.* per fathom. These stopes are on the average 20 ft. wide, worth 35*l.* per cubic fathom. The stope in back o the 8, west of shaft, is set to four men, at 80*s.* per fathom. The stope in back of the 16, ditto, is set to four men, at 85*s.* per fathom. The stope in back of the 24, ditto, is set to four men, at 80*s.* per fm. The stope in back of the 30, ditto, is set to eight men, at 85*s.* per fathom. The stope in back of the 37, ditto, is set to eight men, at 90*s.* per fathom. The stope in back of the 44, ditto, is set to eight men, at 90*s.* per fathom. The stope in back of the 54, ditto, is set to eight men, at 90*s.* per fathom. The stope in back of the 60, ditto, is set to eight men, at 80*s.* per fathom. The stope in back of the 70, ditto, is set to eight men, at 90*s.* per fathom. These stopes are worth on an average 37*l.* per cubic fathom; average width, 19 ft.

The rise in the back of the 30, at a point 133 fms. west of Seaham's shaft, is up 10 fms.; set to six men, at 120*s.* per fathom. We hope to hole through to the 15 in about a fortnight from this date, when we shall resume the driving of the 30 west towards Edwards's shaft. The winze sinking below this level to communicate with the end of the 45 west is 11½ fms. A rich lode to be seen on the heading or footwall of this winze; set to six men, at 240*s.* per fathom. The cross-cut from the 30 to Seaham's shaft is driven 13 fms.; set to six men, at 130*s.* per fathom. The stope the 16, in the back of this level, east of shaft, is set to eight men, at 80*s.* per fathom. The stope in the 8 is set to eight men, at 72*s.* 6*d.* per fathom. The stope in the 8, west of shaft, is set to six men, at 80*s.* per fathom. The stope in the 20 is set to eight men, at 80*s.* per fathom. The stope in the 38 is set to six men, at 85*s.* per fathom. The stope in the 48 is set to eight men, at 85*s.* per fathom. The stope in the 54 is set to four men, at 90*s.* per fathom. The stope in the 61 is set to six men, at 90*s.* per fathom. The stope in the 70 is set to eight men, at 90*s.* per fathom. The stope in the 78 is set to eight men, at 90*s.* per fathom. These stopes are worth 30*l.* per cubic fathom, and are on the average 20 ft. wide. The winze in the bottom of the 15, at a point 126 fms. east of shaft, for the purpose of ventilating the 30, is set to two men, at 120*s.* per fathom. The stope in back of the 24, east of shaft, is set to eight men, at 85*s.* per fathom. The stope in the 16 is set to eight men, at 70*s.* per fathom. The stope in the 8 is set to eight men, at 80*s.* per fathom. The average width of these stopes is 26 ft., and worth 13*l.* 10*s.* per cubic fathom.—Deep Adit: The deep adit permanent level, west of shaft, is set to two men, at 110*s.* per fathom.—Surface: All surface work is pushed forward with all dispatch. The masons are progressing fairly with the building of the agent's house. Our sale takes place to-morrow upon 500 tons of lead and 150 tons of blende.—WM. WILLIAMS.

EAST VAN MINE—SPECIAL REPORT.

According to the instructions of Messrs. Gould Sharp and Co. I proceeded to this mine, and beg to hand you my report thereon. The mine is situated in the parish of Llanidloes, in the county of Montgomery. The sett is very large, and its geological position is everything that can be desired, being, as it is, on the east side of the celebrated Van Mine, containing that great and important lode now being worked at the Van, divided by the boundary line only, which is, I think, in itself a sufficient guarantee for the future productiveness of the mine. In making my examination, I found the engine-shaft to be 25 fathoms under the adit, or 45 fathoms from the surface. In the 25 fathom level a cross-cut has been put out north and south through the lode, and here the two important facts of the great Van lode were found to exist—the soft part on the south side, and the hard part on the north side, containing every matrix identical with the Van lode. Now, I wish you to perfectly understand that the soft part of this great lode is sometimes found to be the productive ore-bearing part of the lode; therefore there is a level now being driven west on the south or soft part of the lode, and the lode in this level within the last few days has begun to produce some nice solid branches of lead, intermixed with killas and patches of rich carbonate of lime, letting out a little water, and going, as this level is, west toward the great deposit at the Van, cannot fail to cut something good shortly. There is also a cross-cut being driven north through the hard part of the lode, where there is every chance of success; indeed, I shall not be surprised at any moment to hear of a very important discovery being made at the East Van Mine; and although, on the other hand, you may be some little time before you make this great discovery, you will, and must make it, for you have in your mine every element connected with the great Van lode. Perhaps it may not be out of place here to remark that I was rendered a great assistance in forming my opinion on the merits of this property by the great kindness shown me by Capt. Williams, the manager, in taking me underground at the Van to see the different freaks of this great and important lode which traverses your sett, without which I say no man could form anything like an accurate opinion; in fact, Captain Williams must have been sure that he was about to open up a very valuable and important mine when he commenced operations, for all the work done seems to be laid out upon a scale to meet something great; and I must say that, after first seeing the East Van, and then seeing the Van Mine, I have come to the conclusion that the two mines are one and the same thing cut in two, of course, by the boundary line, nothing more. Therefore you have nothing to do but to continue your levels west towards the Van, making occasional cross-cuts as you proceed, to secure a mine equal to the Van; everything, I think, favours this, for the position of the East Van is all that can be wished for. I say, go west as fast as possible.—JOHN KEMP, Corwen, Darwen, North Wales.

[Since the above inspection the mine has further improved.]

ISLAY LEAD MINES.

June 30.—The engine and pumping machinery started on the 19th inst., and is working splendidly. The mine will be in fork in about 14 days, when I hope to see the bottom of the 45 fm. level. The underground operations are continued in the 15 and 25 fm. levels, but we continue to raise good lead in these shallow levels. The 25 fm. level is being driven west on the course of the east and west lode. This lode is very strong and kindly, worth 20*l.* per fathom. This being the westerly part yet developed of the mine makes it important, as there are now virgin ground in advance of this end. We have again commenced stoping the back of the 25 fathom level north; the stope looks well, and is worth 22*l.* per fathom. No. 2 stope, in the roof of this level, is worth 10*l.* per fathom. The stope in the 15 north is worth 18*l.* per fathom. I intend advertising for miners this week, so as to be ready to resume work in the 35 and 45 fathom levels, where we have large quantities of good paying ground. We shall very shortly commence driving the lead. I expect to draw some to surface this week, and when we have completed the skip-road we shall be in a position to draw regularly from all the levels. I hope you keep in mind the splendid prospects your mines hold out on the large east west lode, only about 40 fms. in advance of the 25 end north, as I believe this alone to be a rich mine. It has been worked on the back for nearly ¼ mile, the old heaps show rich stones of lead; the lode is from 6 to 8 ft. wide, being of every ingredient for producing rich deposits of lead. I beg to state that although the preliminary works have, through unforseen circumstances, taken a longer period than was expected, the time will now shortly arrive when the mines will begin to show their capabilities by sending lead ore to market and demanding substantial profits.—HENRY B. VERCOE.

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

ST. AUSTELL.—There has not been very much done in the way of deep mining in the district of St. Austell, yet the deepest mines are Great Wheal Cornubia, and Rocks. Great Beam was once renowned as a rich tin mine, and the lodes is named Specimen lode, on account of the extraordinary large size of crystals of black tin. This mine has been worked to the depth of 120 fms., and now being worked by the St. Austell and Roche Mines Company. Cornubia 70 fms. deep; it was formerly worked by a company under Mr. Grey's management. The mine was abandoned, and the pitwork left. This mine is in good order by the old men, and is also being worked by the St. Austell and Roche Mines Company, who have succeeded so far as to get the mine "in fork" as far down as the 45 fm. level. Rocks, or more properly "Old Rocks," was formerly worked to 60 fathom, and is now in the hands of a spirited party, led by Mr. Samuel Lockwood, of London, Bolton, and Manchester. It is proposed to work it with ample capital. The new company will be styled "The Rocks and Goonbarrow Mines Company (Limited)." The local director will be Mr. J. H. Collins, F.G.S., lecturer to the Miners' Association. The mine has been fitted with Blake's stone breakers, improved stamps, steam hammer stamps, and several other new things. I have seen the Tregoss common sett, and had the pleasure of finding very good work for tin. I took samples from different parts of the lode and elvan, and the latter gave, according to assay, 40 lbs. of best quality black tin to the ton. If the elvan can continue like this, we shall soon have another dividend mine on our hands. Wheal Mary is reported to be improving in value. There are several lodes in this mine, but they have only been proved to a very shallow depth.

SOUTH ROSKEAR.—A month ago Capt. Skewis was showing me round to develope Drake Walls Mine when it was about to be abandoned. On the day he saw a valuable addition made to the means for working South Roskear, an extensive sett in the celebrated Camborne district, which Captain Skewis has to re-work in June, 1872, after 28 years abandonment. South Roskear, like other tin mines in the district, was formerly worked for copper, and the companies paid 160,000*l.* in dividends. When the water was let in in 1846 there was no intention to abandon, but the admission of the water was a necessary commencement to such a proceeding. A great many experienced miners have failed "after" the sett, which Capt. Skewis has been fortunate enough to secure. The stamps now set to work were 24 heads of the old Cornish style, worked by a cylinder engine. Sixteen additional heads will be erected next week. The boiler and extensive alterations to the engine were made by Messrs. Nicholls and Martin, of Tavistock. The site for the floors is a very good one. Nine round buddles are nearly completed, and there is a natural fall in the ground which enables managers to follow the tin as long as thought desirable. The site for the stamps is some distance from the shaft whence the ore is raised, and the stuff is taken to the stamps by means of a tramway. The stamps were started under the direction of Mr. William Matthews, of Tavistock, the engineer of the mine. They worked without the slightest hitch, and gave the best possible evidence of their fitness for the work they had to do. The engine also worked admirably.

OLD WHEAL ROSE.—The old works have been reached. Harvey's lode is found to be 4 ft. big, composed of white and brown iron, branches of rich silver lead, paying ground for stoping. The prospects of the future are regarded as satisfactory in the extreme.

CASTLE-AN-DINAS.—The operations in the deeper levels continue to be satisfactory, and fully bear out what the inspecting agents anticipated when they recommended the works of development. Some rich branches have been passed through, and the general character of the great stanniferous elvan is improving in depth. The agents expect in a few weeks to show substantial evidence of prosperity in the shape of increasing returns of black tin; only the scarcity of men, occasioned by the railway works in the neighbourhood, is said to have caused delay in this consummation.

ABERDAUNANT.—This mine is looking well. At one point of the operations they have 15 cwts. of lead per fathom, at another point 30 cwts. per fathom, and one other 2 tons per fathom. In addition, they are working another place, where the lode is worth 3½ tons per fathom, and the mine improves as depth is being obtained; and from these drivages they are expecting some important points to come off. The dressing is being rapidly proceeded with, and they are daily taking it to the railway depôt for transit, and soon there will be a parcel of 50 tons for sale. The mine will now soon begin to speak for itself by regular sales of ore. It must be very satisfactory to the shareholders to know that the mine can pay its own cost from the yield of lead, and the company are expecting soon to make profits.

TREGOSS COMMON (Tin).—It was reported in last week's Journal that a splendid discovery had been made in the above sett on a large elvan which that traverses the sett and intersects the capel lodes. I am pleased to inform you that myself and others witnessed yesterday some splendid work indeed. The elvan, for tin, broke out of the elvan course and sent to surface, and samples taken and tried in our presence, which would yield at least 5 cwts. of tin to the 100 stuff. There is one leader in the centre of this elvan running with the elvan half-an-inch wide solid tin, and the elvan carries tin all through as well as the lodes. The sett being so well situated, and in the district of St. Austell and Stephens, as well as the Roche Mines, I look to this district, from the well-defined lodes and elvan courses, &c., of opening up a rich mine, and regain the old fame of the Roche Mines.

BAMPFYLDE.—As predicted, the company has lately declared a dividend at the rate of 20 per cent. for six months, equal to 3000*l.* on the mine, and it is believed that the dividend for the ensuing six months will be equal to three times that amount—60 per cent. There are at this moment about 12,000 tons of ore, various, on the surface; these quantities are being daily increased. The copper, iron, and manganese are each of the highest percentage.

ALLT-Y-CRIB.—One of the finest discoveries of lead in Cardiganshire for many years past has been made in this mine during the week—cross-cut lode in the 40 east 12 ft. wide, on the south or footwall, of which there is a very rich ore 2 ft. wide, and a strong mixture of lead for the other 10 ft. It is supposed they have come upon some great junction or central point of several lodes. The whole of the eastern end, from the 30 to the 15 below adit, have also improved, showing they have a continnous course of ore for no less than 25 fms. The value of part of the mine has also greatly enhanced in value.

SOUTH AURORA CONSOLIDATED SILVER MINING COMPANY.

SIR,—Permit me to inform the shareholders in this company that I have nominated Messrs. Richard Towne, Henry William Spratt, and Edward Appleyard for election as directors on July 11, and to beg that they do not sign proxies (which have been so generously sent to them by some one) without knowing what they are to be used for. We must, if possible, avoid falling into the hands of misleaders and their nominees. The importance of the subject will justify my intruding on your valuable space.—*London, July* 4. T. G. TATE.

CORNISH MINE SHARE MARKET.—During the last few days of the past week the Cornish Mine Share Market was rather active, and a very good business was done in some of the leading mines. South Carn Brea occupied principal attention, and were much in demand in consequence of a further improvement which took place in the 150 fm. level; on Saturday there were buyers in the market at 4½, but they have since declined, and are now obtainable at 3¾. South Frances shares also had a good rise on it being understood that the business dispute with West Frances is in a fair way of being settled: better late than never, and it is matter for congratulation that after all the waiting law proceedings are probable to be avoided at last. This is by far the most sensible way of settling such difficulties, and it is to be hoped it will be more frequently resorted to in the future than in the past, should similar circumstances render it necessary, although it is to be hoped that, hereafter, such matters will not be allowed to stand over so long a time as has been the case in this instance. It was expected by many parties that an advance in the tin standards would have been announced last Monday, but this was not done, and on Wednesday were, on the contrary, put down 2*s.* per cwt. In consequence of this drop the share market has been more depressed since, and considerably less business has been transacted, which has been confined principally to a few dividend-paying mines.

The following are the closing prices:—Carn Brea moderately dealt in at 120 to 130. Cook's Kitchen shares have receded to 19, 20, at which prices a fair amount of business has been transacted. A few Dolcoath shares have changed hands at 57½ to 58½. East Lovell, 17 to 18. Great Wheal Vor, 5 to 5½. New Cook's Kitchen, 1½ to 1¾ prem. South Carn Brea, 3¾ to 4, but they seem to be proving a little again. South Condurrow steady at 6 to 6½. South Crofty 49 to 50 to 52. South Dolcoath, 8 to 9. South Frances improved to 14, 15. South Condurrow Consols, 11 to 12. Tincroft, 54 to 55, and about the usual business doing in Unity Wood shares have advanced from about 20*s.* to 26*s.*, 28*s.* West Basset seldom rately dealt in at 10 to 10½; judging from the reports we continually hear, this is a capital mine if well managed. West Chiverton, 11 to 12; the course pursued at the recent meeting in declaring a dividend is almost universally condemned. West Frances, 14½ to 15; it would seem probable that these shares would have a rise as soon as the encroachment question is settled. West Seton, 37½ to 40. West Tolgus steady at 32 to 34; an ordinary business has been done in these shares. Wheal Kitty (St. Agnes), 14 to 14½. Wheal Basset, 55 to 60, quiet. Wheal Margaret, 5½ to 6. Wheal Seton, 47 to 49. Wheal Uny 2¾ to 3.—*West Briton.*

LONDON GENERAL OMNIBUS COMPANY.—Traffic returns for the week ending June 29, 11,409*l.* 8*s.* 9*d.*

Mining Correspondence.

BRITISH MINES.

ABERDAUNANT.—S. Toy, July 2: In the 10, east of Hill's cross-cut, we are breaking some good stones of blende, with spots of lead; the ground in this end at present, I think, is of a very promising character for a speedy improvement, and men are making fair progress in driving the same. The west end at the same level is a little harder for driving; the lode contains more spar and barytes, but is a promising character. The men having finished putting in the stull and shoot the back of the deep adit level I set them yesterday to stope in the bottom and of the intermediate level at 4*l*. per cubic fathom, and to tram all the stuff. lode in the bottom of this level, or No. 1 stope, is worth 2 tons of lead per fm., that in the roof over it, or No. 2 stope, is worth 2½ tons per fathom. I have two men to cut the ground and put in the stull over the back of No. 2 adit, and clear away the stuff that has been broken down from No. 3 stope, near the fore-of this level, in order to resume the stoping and driving of the same as soon possible.

ALLT-Y-CRIB.—J. Ludham, July 1: The lode in the 40 east is looking quite as well and promising as on Tuesday, when I advised you of having cut a fine bunch ore in stoping this level. On the south or footwall of the lode in stope there is a of very rich ore about 2 feet wide, and there is a mixture of ore throughout the for another 10 feet; to prove the lode we have sunk 1 fathom on the north side side against the hanging wall, and find it there promises to be as productive as present on the south wall in the stope. It is supposed we have come on some next junction or central point of several lodes, as we see in this level the different mixtures of all the lodes in the mine, and find fine specimens of steel and bright ore, called Potter's ore. Owing to the great width of the lode, broadleaf, commonly called Potter's ore. Owing to the great width of the lode, feet from wall to wall, it may be some time before we can with advantage clear the level of the good stuff lying there broken. Very heavy and strong timber will required if stulling has to be put in, and we want, if possible, to avoid this ex-The footwall of apparently the same lode has been reached in the 30 east cross-cut. The lode in the 15 east, below adit, continues to improve, it is very ferous, and is letting out much water; at present there is a mixture of ore to the width of nearly 3 feet. The drivage here is not yet underneath the ground opened in the 40 east, when it is we look for great results. The engine forked water in the bottom of engine-shaft on Saturday, and the men start to-day to sink another 5 fathoms; they have been set at 12*l*. 15s. for the first 5 fathoms, and 13*l*. for the next 5 fathoms. I expect to see very good rock come from the lode side of the shaft sinking this draught. The 40 west end having gone blank the men have been brought back, and are driving northerly on cross lode. It is a fine wide lode, and promises well, although there is little mineral to be seen so far. There is evidently a change of ground in the 20 west, the end level is now spotted with lead, and the indications are favourable, but no cross lode has been cut. It will be remembered as the trifling work was done at Steel Lead Ore lode about eight or nine months since with by no means a bad result, very good ore was then got out from the old workings. We are now sinking a trial winze at the eastern end of these old workings, to cut the deads at one, and hold up the ground at the other. The rock in the sinking the eastern end of winze shows nice ribs of steel lead ore. From the very favourable prospect we have in the 40 fm. level east and below it, it will not surprise me if the mine turns out nearly 200 tons of marketable stuff between now and the end of the year. I may be deceived, but I honestly think the present indications warrant in expressing this vein. Allt-y-Crib is, without doubt, one of the best progressive properties of the kind in the district. To open it up to any extent, depth requires time, and I strongly urge all interested to exercise that very necessary virtue received in mining—patience.

BALLYCUMMISK.—Capt. Daniell, June 27: Underground Operations: The men in the bottom level have got on favourably, as also the men in the cross-cut in the 222. The stopes in the 210 are much the same as when last reported on, the 186 stopes are also the same as when last reported on, containing good ore, though during the week the men have done scarcely anything in the way of breaking ground, as they have been engaged the greater part of the week in filling the ore with kellace stuff. The winze under this level continues to sink through good ground. No improvement in the east end as yet. The stopes in the 186 continue the same as at last report.—Surface Operations: The surface works continue to progress favourably, and in good order, as also the machinery, though during the week we have had to do a little repair to our whim-engine.—Cosheen: Underground Operations: As you will see by the setting list I have commenced to lay down the end shaft skip-road for a lump bargain of 28*l*., to J. Fitzgerald and Co. The stope over the 56 continues the same as at last report. The stope under this level is meant by a piece of dead ground to carry to the end of the shaft or stope. The men on the other skip-road are engaged, as before stated, in repairing the footway and casing the shaft.—Surface Operations: No dressing operations on account of not drawing any stuff: 90 tons of ore in stock.

BAMPFYLDE.—S. Mitchell, July 1: The mine continues to open up exceedingly well, and the following is an estimate, as near as I can get at it, of the several lodes that are now being operated on:—Copper Mine: The stope in the back of the 112 will produce 35 cwts. of rich grey and variegated copper ore per fathom. Two stopes in back of the 102, west of No. 4 shaft, will each yield 35 cwts. of copper ore per fathom. A stope going down in the bottom of the 90 is worth fully 3 tons of copper ore per fathom. We have now dressed towards our next sampling about 20 tons of copper ore, and have a sufficient quantity broken to make the parcel 30 tons of copper ore.—Iron and Manganese: At Craborne the stopes in the back of the level will yield 16 tons of iron and manganese, being about two thirds of iron to one-third of manganese; we have also discovered this lode at a shallower level in the same hill, where the lode will turn out 10 tons of iron per fathom. Heasley lode, in the adit driving west, is producing 8 tons of iron and manganese per fm. Two levels driving in the bottom of the shaft, at Craborne Hill, are worth 10 tons of the before-named mineral per fathom. At Stowford, in Sladen Park, the lode is worth 12 tons of rich iron ore per fathom. I may here mention that this is the yellow or hard hematite ore. The level driving into the western hill is opening out satisfactorily, and the lode is worth 8 tons of iron and manganese per fathom, and the ground easy for dispatch; the men are getting good wages at 30s. per fathom. No. 2 lode, driving in the same direction, has considerably improved in the last few days by the discovery of a branch of "kidney-iron," which is the first I have met with in the district, but, notwithstanding, from certain indications that I have seen, I was sure that such mineral did exist in the locality. We have also discovered another and masterly lode on Castle Hill, about midway between Craborne and Stowford, within the Bamfield property, from which we are now breaking large rocks of red hematite iron ore, over 500 cwts. each. I have also discovered several additional lodes to those mentioned above, but having quite sufficient ore discovered in our present workings we shall not operate on the new lodes at present.

BEDFORD CONSOLS.—Geo. Rowe, Joseph Mitchell, July 2: There is no particular change in the size or character of the lode in the 57 fm. level, driving west from the engine shaft, during the past week, although the ground is a little stiffer, and our progress accordingly. The winze sinking below the 45 is progressing very satisfactorily, and the lode of the same promising description, with fine stones of ore and very strong mundic, altogether of a very cheering character.

BEDFORD UNITED.—W. Phillips, June 26: We find it practical to continue driving by the side of the lode in the different levels another week. The lode will be taken down throughout the mine, and proved in time to report on next week.

—W. Phillips, July 3: South Lode: The lode in the 47 east has much improved in the last few fathoms, being now 2½ ft. wide, and worth from 3 to 4 tons of good quality ore per fathom, with every indication of making a fine course of ore. We continue to drive by the side of the lode in the different levels on the north lode, which will be reported on next week.

BLAEN CAELAN.—W. H. Tregoning, July 2: Costean Pit for Esgair-hir Lode: This pit is now laid open for 50 yards in length, and in depth varies from 20 to 24 ft., whereby we have fairly exposed the rock 17 fathoms in length, and cut several branches of the lode, which, being so near the surface, is disordered and split up. On your instructions, Capt. Davis (Bronfloyd) was on the mine last Thursday, and we carefully together examined the lode. We fixed upon driving an adit into the hill side from the northern end of the costean pit, in a line bearing about 30° south of east. We calculate that such level will reach the lode in settled ground in about 7 or 8 fathoms; and, as the ground rises very fast, the level will in that distance be under firm cover; thereafter we shall turn and drive on the course of the lode, which is running about 5° south of east, which level will come under the road about 18 fathoms deep. The general meeting being fixed for the 11th, on the mine, we shall endeavour to get the new 40-ft. diameter water-wheel to work, and all connections with the old shaft made good early next week.

BOG.—W. T. Harris, J. Barkell, July 2: We are rapidly progressing with the fixing and securing the 148 and 143, preparatory to fixing the plunger, and other work in the engine-shaft; this will be commenced very shortly, most of the pit-work being now on the mine. The pitches continue to yield lead and blende the same as for some time past. The dressing and all other surface work is pushed forward as fast as possible.

BRONFLOYD.—John Davis, July 3: There is no change here; all the points of operation are just the same as reported on last week. With a very scanty supply of surface water we manage to keep the mine drained to the bottom, but can only crush about six hours a day. There is now, however, every appearance of rain, and until we get a full supply for our machinery we can draw but little stuff. I calculate that we have more than 150 tons of lead ore broken in the levels ready for removal, and of that, if you go underground on the day of the half-yearly general meeting (10th), you and others members can judge for yourselves. Machinery in good order. We sent 9 tons of ore on Monday over wire tramway to lower store-house, which, when sent on, will make 105 tons 19 cwts. delivered this half year to Burry Port Company.

BRYNAMBOR.—Geo. Spargo, July 2: I have let the driving of the 32, east and west of the shaft, stented the month, at 7*l*. 10s. per fathom, including all cost. The lodes in both levels continue to present very promising appearances. We have nearly completed clearing and widening our main water course, which I hope to do by Saturday, so as to enable us to get the mine clear of water again by Monday. The stope in the back of the 22, on the north part of the lode, is re let at 2*l*. per fm., and continues to yield a similar quantity of lead to that before reported. We are preparing a parcel of lead for market as fast as possible. Machinery working well.

BRYNN.—M. Rickard, S. Trudgian, July 2: The south lode in the level east is still large, and much in character as when last reported on. The open workings on the elvan are being proceeded with, but we have not yet reached the better portions of it, but hope to do so by another fortnight. We shall at once commence to sink the new engine-shaft, drop pitwork, and erect the necessary pumping appliances, and no time will be lost in urging the matter forward. We are pleased to confirm our report of the south elvan, and to say that it has further improved; it is now yielding some very rich branches of tin, superior to anything as yet seen.

BUDNICK CONSOLS.—J. Rawlings, July 2: Since my last report satisfactory progress has been made, and the tribute pitches are yielding their usual quantity of tinstuff. Our steam-stamps work well, and other operations are without notice.

BURRA BURRA.—J. Brown, T. Jenkin, July 2: We shall complete the cutting down of the east end of Tanner's engine-shaft by Saturday next, when we shall set the same to sink below the present bottom, by a full pare of men, to reach the 30 as quickly as possible. In the 40, west of Tanner's engine shaft, the lode is 3½ ft. wide, composed of spar, mundic, flookan, and peach, with good stones of copper ore. In the 40 end, east of Tanner's engine shaft, the lode is 3 feet wide, principally mundic and spar, and good stones of copper ore; this end is letting out more water, and we think we are nearing the end course, and after getting through this we expect shortly to have the shoot of ore gone down in the level above: this we regard as a very important point. In the 30 cross-cut, driving south on the course we wrote you last, the end is in a beautiful channel of ground; no lode or branch cut since we wrote you last. The eastern shaft is cased and divided, and the ladder-road put in from surface to the 18; we have also raised the collar of the shaft, and erected horse-whim. The whim round will be completed by Saturday next. No. 1 stope, west of Vial's winze, in back of the 30, is worth for blende 1 ton per fathom, and about ½ ton of copper ore per fathom. No. 2 stope, in back of the 30, east of Vial's winze, is up 7 fms. from the back of the level. We have holed to the old men's workings, where the blende lode is taken away, we are now cutting through the copper lode to prove it, and when we get through the lode we will send you the result. No. 3 stope, in the back of the 30, east of Jenkins's winze, at Berryman's point, is worth for copper ore 1½ ton per fathom, and ½ ton of blende per fathom: a good-looking lode. We shall sample a parcel of copper ore in a fortnight from this time, to be sold with the western sale. All operations are being pushed on.

CAEGYNON.—T. Hodge, July 1: North Lode: In the 70 fm. level no lode has been taken down since my last, but intend to do so, both east and west, the latter part of this week, when I will advise you. The 60 fm. level west end is without change, yielding saving work. The 60 cross-cut north is into a strong lode, yielding coarse saving work—a promising lode. Richards's winze, below the 50 fathom level, is worth 10*l*. per fathom. The stope in the bottom of the 50 fm. level, east of Jenkins's winze, is worth 7*l*. per fathom.—South Lode: The stope below the 20 fm. level west is worth 6*l*. per fathom. The stope in back of the 20 fm. level is worth 6*l*. per fathom. The stope in the back of the 20 fm. level east is worth 8*l*. per fm. No other change in the bargains. Machinery all working well, with a full supply of water. I have let all the carriage to and from the port of Aberystwith of all ores and materials, for one year, at 6s. 4d. per ton.

CAPE CORNWALL.—Rich. Pryor, John Davey, July 2: In the rise above the 100 fm. level we are carrying the south part of the lode, which is about 2 ft. wide, composed of iron, spar, and fine stones of mundic, with a kindly appearance. In the 100 fm. level cross-cut, driving north of engine shaft, the end continues in the same congenial channel for mineral, and the water, principally coming from the bottom of the end, is increasing.

CAPPAGH.—W. Thomas, June 28: In the 104 fm. level end, west of skip-shaft, which is driven 21 fathoms, we have a promising lode, and favourable change in the ground: and in driving about 4 fathoms more we shall intersect the great cross-course—that is, if its underlie is the same as in the level above; this is a very important point to be reached, as we shall no doubt at the intersection make a valuable discovery of ore. The 115 is driven east of skip shaft 6 fms. 3 ft. through a fine lode, and now the level is opened the south lode can be taken down to great advantage. This level is driven west of skip-shaft 10 fathoms, and in taking down the lode at the south side we have fine stones of rich ore, and from the favourable change in the ground we are evidently getting near the south lode. The skip-shaft is being sunk as fast as possible under the 115 with 12 men. We intend to sink the shaft to the 125, on the south lode, which is in the south side of the shaft, and contains rich yellow ore; it is nearly vertical, and as the main lode in the north side of the shaft consists of rich purple and grey ore, carbonate of lime, quartz, &c., and underlies south, we may look forward for important results when the lodes unite or form a junction. All the machinery at surface and underground is in thorough working order.

CARADON AND PHŒNIX CONSOLS.—James Kelley, July 2: At the commencement of the rise at the back of the adit level for the new shaft we made but slow progress in consequence of the hard ground we had to contend with. We have now reached the kill us, and I am pleased to say we are making very good progress as the men rose 5 fms 2 ft. last month, making in all 14 fms. 1 ft. We have, it is calculated, to rise 30 fms.: this is more than we anticipated, but has been caused by the underlay of the lode. On Saturday last we set the rise to six men, at 6*l*. per fathom, stented the month. Immediately we hole to the surface we shall commence sinking from the adit level with six men, and rise from the 60 with another pare of men.

CARGOLL.—E. Michell, July 2: We broke some good lead to-day from the west end, and there is now a leader half way up the level.

CARN CAMBORNE.—George Rowe, William Penberthy, June 28: The lode going down on the north, or foot, wall of the engine-shaft below the 85 is showing an improved appearance, yielding copper and tin to the value of 40*l*. per fathom. The north lode in the winze sinking below the 65 is a little disordered by a patch of granite forming in the centre, which has reduced its value to 20*l*. per fathom; this falling off we consider only temporary, and judging from present appearances we are inclined to think that in a few feet further sinking the lode will improve to its former value. The lode in the stopes in the back of the 50 is worth 10*l*. per fathom. All other points are without change.

— John Bray, July 3: I am glad to inform you of considerable improvement in the 25 since my report of June 26. This level is now producing 8 tons of ore per fathom, worth (say) 25*l*. The winze under this level has also improved.

CASTLE AN DINAS.—S. Symons, July 3: During the past week we have been actively engaged in the prosecution of the work referred to in last week's report. The 25, on the course of the elvan east, is being driven by a full pare of men. The level has been diverted further south, where the ground is much more favourable for driving. The ground driven this week is 6 ft., in addition to which the cutting south has been done. I have set the drivage of this level for the month at 3*l*. 10s. per fathom. There is about 8 fms. to be driven, when the point will be reached where the new incline-shaft will come down. The new incline-shaft is being urged on as rapidly as possible. We are now down nearly 15 fms. from surface, so that there are only about 10 fms. more to be sunk to reach the 25, when a very considerable quantity of tinstuff will be laid open, and easy of removal to the stamps. It should be borne in mind that nothing has been done east of the engine-shaft below the 15. At this point in the last working the quality of the tinstuff was found to be equal to the rich tin work west of the engine-shaft.

CASTLE GATE.—Thomas Parkyn, July 2: I have put the men to sink under the adit on Brenton's lode. I find it 2 ft. wide, and some very rich stones of tin are found in the lode. I am of the same opinion as at first in reference to this lode, that if a shaft be sunk on it (say) 15 fms. under the adit, it would be found valuable, and this could be done very cheaply by a portable steam-engine, which I recommended to be done some time since.

CATHEDRAL.—Joseph Michell, July 3: The sinking of Colonel's engine-shaft below the adit level is being forced on by a full pare of able men as fast as possible, and the lode in the same is of a most promising character, and we believe that it will lead to a rich course of copper ore very soon. On Doctor's lode the tributers are working in good earnest.

CATHERINE AND JANE.—George Williams, July 2: Penrthyrdenraeth: The lead looks well in the Roman lode, and the water is very strong; we have gone down about 2 fathoms in the new shaft, and have cut the lode over the trench in the hanging, but not through to the heading. We had about 2 fathoms of soil, which has been a great assistance. We had several shodies of lead on the back; I expect to cut through about the middle of next week, and am preparing rods, pumps, &c., to put in. We are still raising lead from our new lode. All looks very well.

CEFN BRWYNO.—J. Paull, July 2: I beg to hand you a report on this mine. The water being out of the mine again, the following bargains have been set to-day:—The 104, to drive east of winze, by six men, at 165s. per fm.: nothing has been done here since last report owing to the water being in. The stope over this level, 40 fms. east of shaft, is let to six men, at 75s. per fm.: lode worth 1 ton of lead ore per fm. The stope over same level, 30 fms. east of shaft, is set to six men, at 77s. 6d. per fm.: lode worth ¾ ton of lead ore per fm. The stope over same, 20 fms. east of shaft, is let to six men, at 75s. per fm.: lode producing 15 cwts. of lead ore per fm. The stope over same, 5 fms. east of shaft, is let to four men, at 67s. 6d. per fm., where the lode will yield 12 cwts. of lead ore per fm. There being nothing of any moment met with in the 92 west we have suspended this point for the present. The stope over the 80 fm. level, 20 fms. west of cross-cut north, is suspended, lode having become poor. The stope over the 56 east is let to four men, at 75s. per fm.; the lode here will produce 14 cwt. of lead ore per fm. We have now a pretty good supply of water, and the dressing, &c., is being pushed on as fast as possible, and shall shortly have another 30 tons of lead ore ready for market.

CRENVER AND WHEAL ABRAHAM.—William Kitto, John Vivian, July 2: In Sturt's engine-shaft sinking below the 215 the lode is 1½ ft. wide, having a kindly appearance. In the 215 end west the lode is 1 ft. wide, producing good stones of copper ore, and letting out water freely: no doubt it will soon drain the bunch of copper ore gone down in the bottom of the 203 about 15 fms. west of the end.—Crenver Shaft: In the rise above the 160 the lode is split into two parts, each yielding a little tin. In the 130 end east the lode is 4 ft. wide, producing a great deal of mundic and a little tin and copper ore, but not enough to value.—St. George's Shaft: In the 203 end west the lode is 4 ft. wide, producing from 1 to 2 tons of copper ore per fathom.—Woolf's Man-Engine-shaft: The men are making good progress in sinking below the 190. We have not yet been able to get a pare of men to rise in the back of the 200, against Woolf's shaft. In the 120 cross-cut there is no alteration in the ground since last advised.—Pelly's engine-shaft is sunk 14 fms. below the 234, and the men have finished their contract. We shall put them to drive north at once to get in a little way, then we shall case, divide, and bed-plank the shaft to bottom. In the 234 east we have four men rising against the winze sinking below the 220; the lode is small and poor, but our object here is to communicate as quickly as possible for ventilation. In the winze sinking below the 220 the lode is 1½ ft. wide, producing stones of copper ore; it is down about 10 fms., which we hope to hole this month. In the 220 end east the lode is 4 ft. wide, yielding 1 ton copper per fathom, and likely to improve. There is no change in the western part of the mines since last advised. We have employed this week on tutwork, 84; tribute, 42; surface, 48; total, 174.

CWM DWYFOR.—T. Colliver, July 3: Since the last report we have taken down more of the north part of the great lead lode going east, and find it over 2 ft. wide, a solid mass of mundic and lead; if this continues there will certainly be a large body of lead in depth; it is not more than a fathom from surface where we have broken this. We have cut a large vugh in the west end, a large stream of water is flowing from it, and splendid lead each side. From the stope in the west end we have taken out some excellent lead; the lode at this point is much improved. A blast in the sink at the side of the great lead lode took out a piece of the lode. The lead looks splendid, and I believe will yield more silver in depth. I expect to complete the open cutting to unwater the opening on the great lead lode by next week. The walling for the bob stands will be completed this week.

CWM ELAN.—W. Godsworthy, June 28: No 1 stope, in the back of the deep adit level, is yielding lead and blende ores, about 14 cwt. per fathom. We have cut through the influence of the cross-course in the 10 fm. level, west of engine-shaft (reported to you this day week). The lode has a very kindly appearance, and is producing from 18 to 20 cwts. of lead and blende ores per fathom. The rise is opened to the old sink under the deep adit level large enough for men to go through. The lode is not yet stripped down, as there is a pile of rubbish under the rise. The cross-cut south in the 10, east of engine-shaft, has proved most satisfactory; a fine branch of silver-lead ore is intersected (no blende), and is worth from 13 to 14 cwt. per fathom. Still driving south; the end is letting out a large stream of water, and all appearances of the lode here are very encouraging. The new 16-ft. diameter water-wheel is erected, and the remaining part of the work will be carried on next week.

CWMYSTWITH.—June 19: In Gill's lower level west, on Henry Taylor's lode, the lode is 3 ft. wide, worth 1 ton of lead ore per fathom. We beg to state that we have cleared out the cross-cut in the 15, which is 25 fms. west of forebreast in Gill's lower level, on Henry Taylor's lode. As we have seen many joints dropping into the Comet lode a little further east, we do not feel justified in making anything more here until we prove more of the bearing of the lode in the level above. Our stopes and tribute pitches are looking just as usual. All our machinery is in good working order. We are getting on with the dressing as fast as possible.

DEERPARK.—John Goldsworthy, John Bucknell, June 28: The shaftmen are engaged in cutting ground for catches and other work preparatory to fixing the permanent pitwork, which will be forced on with all speed. In the deep adit level driving west the lode is 3 ft. wide, composed of capel, peach, mundic, and judging from its favourable appearance we look forward to an early improvement. In the 30, west of the cross-course, the lode is from 4 to 5 feet wide, composed of a fine capel, quartz, mundic, peach, spotted with copper ore, and produces a little tin; we anticipate a speedy improvement here. The masons will soon complete the stack. The foundations and ground will be taken out for the boiler-house, &c., with all speed. The engineers are busily engaged in fixing the heavy parts of the engine, and we hope to have the cylinder fixed in a few days. The necessary surface work will be carried on with as small a number of hands as possible.

DENBIGHSHIRE CONSOLIDATED.—J. Pryor, July 3: In the 66 west the lode is 3 ft. wide, bearing an improving appearance. In the 112 west we are expecting to send good news, as the whole character of the lode is highly satisfactory. In bottom sump the lode is 3 ft. 6 in. wide, and for 18 in. is rich ore: the last blast brought down some splendid lead (valuation last week should have been 30 cwts., not 30*l*.) In the incline we have some good lead ore in sight. In the 112 east the lode is 5 ft. wide, and letting out water, which is a favourable sign.—Parry's shaft: We are sinking and driving here, meeting with solid lumps of lead, but have reason to expect a fine run of ore here before long. In the dressing floor we are making good progress.

DRAKE WALLS.—W. Skewis, E. Dunstan, July 3: The water is drained to the bottom of the 40 fm. level lift, and we commence forking below this point to-day. Nothing can continue to work more satisfactorily than the engine and pitwork generally. We have to-day commenced drawing the tributers' work from the 140 fm. level, at Matthews's shaft. The tributers in the adit and 30 fm. level, west of Brenton's shaft, have worked into the south side, and find the branches to continue from 6 to 7 ft. wider than that carried by the former workers, making it altogether 12 ft. wide, worth 30*l*. per fathom. Large returns will now be made from these places. We are also pleased to say that we find the average value of the tributers' work from underground to be 33 lbs. of black tin to the ton of stuff, and that from the rough burrows at surface to be 12 lbs. All other matters are progressing satisfactorily.

DUCHY GREAT CONSOLS.—James Richards, July 1: At South Maria the water is nearly got out to the depth of the 70, and we hope soon to commence driving that level west.—Latchley Consols: In the winze (Ellis's) sinking below the 60 the lode is 4½ ft. wide, consisting of capel, quartz, mundic, and both copper and tin ores, worth for the former 2½ tons of ore per fathom. The lode being hard we purpose, in order to get down as quickly as possible, to sink in the country by the side of the lode, where the ground is more favourable for progress. The 60 fm. level west is suspended for the present until the lode is proved to a greater depth in Ellis's winze. In the back of this level, the 60 west, a rise (Wood's) has been commenced, in which the lode is worth 2 tons of ore per fathom. In the stope in the bottom of the 50 west the lode is worth 3 tons of ore per fathom. This stope is suspended, and the men are put to sink a winze in the bottom of the 50, to come down upon and to communicate with Wood's rise, referred to above, when stoping will be resumed to much greater advantage than at present. A stope is being worked in the back of the 40 west, in which the lode is worth 1½ ton of ore per fathom. In a stope in the back of the 20 west, and west of the cross-course, the lode is worth 2 tons of ore per fathom. On the whole, the prospects of the mine are improved.

EAST BALLESWIDDEN.—Thomas Trahair, July 2: The mine is in fork as deep as the 40 fm. level; we find the ground all taken away as far as we have gone. We shall commence clearing the 40 at once. Looking at the different lodes and the different intersections in the eastern part of the mine, I believe there is every chance of the mine becoming a great success. We shall have a parcel of tin to sell next week.

EAST BLACK CRAIG.—T. Cogar, July 2: Our No. 2 cross cut and 108 fathom level have been driven about 4 fathoms through a splendid lode, and we have not yet cut the north wall. The forebreast is poor for lead at present, but the character of the ground is such that we may expect to cut it again any moment. We have done nothing to the other cross-cuts since last reported upon. The men have been employed side-shooting same, and are breaking splendid lead; this will enable us to keep up our samplings, for we shall not get the usual quantities from the stopes this month, as we have been employed getting in a large quantity of packing for safety and convenience of working. They are still looking well, and are yielding their full quantity of ore, over 1½ ton to the fathom. I hope to get in sufficient packing in a day or two, when we shall make good progress again in breaking ore. I expect to get away the usual quantity for the month. Machinery and all surface work doing well.

EAST BOSCASWELL.—W. Eddy, July 2: We have cleared the stopes at the 130, and on Saturday propose letting them on tutwork, also to drive the 150 west of tram hole. This must be done with all speed, so as to get this level under the run of tin ground worked at the 120. Saturday next being our pay and setting day a full report shall be sent on.

EAST CHIVERTON.—R. Southey, July 2: The sumpmen are making their usual progress in sinking the engine-shaft below the 52; this is being done by nine men, as much as they can sink for the month at 10*l*. 10s. per fathom. During the last 6 ft. we have intersected in the shaft a branch about 8 in. wide, composed of friable quartz and flookan, and is highly mineralised throughout; the same is running about parallel to the lode, but of a much flatter underlie, consequently it will fall into the lode before reaching another level. It is satisfactory to see these droppers to the main lode, which augurs well for the next level. The stopes continue to yield their usual quantity of silver-lead, and I have no doubt but the returns will be greatly increased after the deeper levels are opened up.

EAST LLANGYNOG.—E. Pascoe, June 30: Since last report we have reached the clay-slate in the deep adit, the bastard granite having formed a regular wall south of it: I believe we are now in the right direction for lead; the character of the ground is all that can be desired. In the winze sinking below No. 3 level we have holed through to No. 4 level: this winze has been sunk on the junction of the north and south lodes, and has opened up, to all appearances, a fine run of stoping ground. We have commenced to rise on the north lode in No. 4 level; the men took down the lode in the rise last Saturday; it is worth fully 30*l*. per fathom. The two western ends in No. 4 level are looking very promising, both yielding saving work, with indications of improvement. We have holed the rise from the back of the stope on south part of lode in No. 4 level to No. 3; the distance driven is 21 ft., through a course of ore worth fully 47*l*. 10s. per fathom. The other stopes throughout the mine are of about the same value as last reported. We shall take down the lode in several ends this week; I will give the value and full particulars in my next report. We have sampled 35 tons of lead, for sale on July 5.

EAST POLBERRO.—W. Johns, July 1: In sinking No. 1 shaft the lode is split into branches, not producing so much tin as last week. In driving south from this shaft the lode is producing good saving work, and kindly for turning out tin of good quality. No. 2 shaft is still looking very well, lode 2 ft. wide. We are raising plenty of tinstone against the stamping power is ready. I think that those two points are likely to turn out plenty of tin. The stope in back of adit on caunter lode, under No. 1 shaft, has very much improved in the past week for copper ore, producing tin. This stope is looking well. No. 2 stope, north on caunter lode, is producing copper, tin, and mundic; lode 2 ft. wide, with a very kindly appearance. In driving the adit south on caunter lode the end is producing some very good copper ore, and letting out plenty of water: I have been very much pleased to see it to-day. In the south adit we have met with some clearings, where I hope to get on a little faster clearing.

EAST WHEAL BASSET.—R. and J. Pryor, N. Bartle, July 2: The only changes that have taken place throughout the mine during the past week are in the lode in the winze sinking below the 80 fm. level, on the tin lode, which is now worth for tin 20*l*. per fathom; and the lode in the rise in the back of the 50, on the copper lode, which is now fully 4 ft. wide, and producing stones of very rich black and grey copper ore, with a good appearance. Since last setting-day we have set several additional tutwork and tribute bargains. The laying down of the tram-road at the 110, as well as the cutting of the plat, will be completed by the latter part of next week. There is no further change throughout the mine requiring comment since last report.

EAST WHEAL LOVELL.—R. Quentrall, July 2: The mine continues to look quite as well as reported last week.

EAST WHEAL SETON.—William Pascoe, Henry Arthur, July 3: We have forked the water to the back of the 50 at Henrietta, and we hope with good speed to drain this level by the end of the week and secure the accident that we had to the plunger-lift last week. We have also drained Cartwright's shaft 8 fms. below the 34, which has enabled us to work one stope to the west of this below the 34, which is now worth 4 tons of ore per fathom, and hope with good speed to be in full operation on our ore ground next week.

EXCELSIOR.—G. Rickard, July 3: The ground in the western engine-shaft still remains equally good for sinking, and rapid progress is being made, and is now down a little over 8 fathoms. The lode in the eastern shaft is not quite so productive as last week, owing to some patches of granite coming in from the footwall; we regard this as only temporary, and look forward to find it in a few feet further sinking as productive as before. The lode in driving west of this shaft is producing good work for tin, worth fully 35*l*. per fathom, and leaving a good lode both in the back and bottom of the level to be taken away at some future time. We have holed to-day the air-shaft with the south adit level, which as afforded good ventilation. The engine arrived on the mine yesterday, and every exertion is being made to get it to work as early as possible.

FLORIDA.—J. Williams, July 3: I beg to hand you our setting list for July, 1873:—No. 1 stope, in back of the 20, has been set to two men, at 3*l*. 7s. 6d. per cubic fathom, this will yield 20 cwts. of lead per cubic fathom. No. 2 stope, in the back of 20, has been set to four men, at 3*l*. 5s. per cubic fathom, will yield 20 cwt. of lead per cubic fathom. No. 3 stope, back of the 20, has been set to four men, at 3*l*. per cubic fathom; this is worth from 18 to 20 cwt. of lead and blende per cubic fathom. To drive east 3 fathoms below the 10, to go under the bunch of ore in the big stope in the 10, has been set to two men, at 5*l*. per fm., takers to wheel their stuff back to the plat: this is worth 15 cwts. of lead per fm. No. 1 stope, east of winze, has been set to four men, at 50s. per cubic fathom, takers to wheel their stuff to plat, &c.: this will yield 25 cwts. lead and blende per cubic fathom. We are pushing on with the dressing to get our parcel of lead as fast as we can. We intend to sample next Saturday 16 tons of lead and upwards. Our machinery is in good working order underground and on surface, and do its work well.

FLORENCE AND TONKIN.—June 30: Saturday last being pay and setting day, the following bargains were set:—To drive the 45 fm. level east of Saw's shaft, by six men, at 5*l*. 15s. per fathom, stent the month, or to cut the cross-course: we ought to have intersected the cross-course before this time, supposing it to have kept its regular underlie—2½ ft. per fathom—but we hope to cut it very soon. The 45 fm. level west is re-let to four men, at 5*l*. per fathom: this end is not yet through the channel of ground, which appears to be disordered by the lead lode; there is a branch in the present end producing good stones of copper ore, and no doubt, when clear of the influence of the lead lode, the copper lode will be found productive. The stope in the bottom of the 35 fm. level is re-let to four men, at 5*l*. 10s. per fm.; lode 3 ft. wide, producing a little copper, and its usual quantity of mundic. Verran's engine-shaft has been sunk 5 ft., and is now in regular course of sinking by nine men.—Pengelly: The end driving east from the shaft, towards the lode, has been extended 6 fms. 2 ft., and is re-let to two men, at 1*l*. per fathom; operations here will be carried on more vigorously. In the eastern part of this property we have cleared up an old pit, in which we discovered the silver bearing vein which is producing silver ore in paying quantities in the adjoining property, and only 30 ft. east of the pit we have opened, referred to above; this we are pushing on by four men, and hope to commence sinking the latter part of this week.

FORTESCUE (Tin).—Thomas Phillips, July 2: Great Hewas lode, in James's winze, is worth over 50*l*. per fathom. The lode in Hosken shaft is 6 ft. wide, and worth 30*l*. per fathom. The lode in Desmond shaft is 5 ft. wide, and worth about 40*l*. per fathom. The lode in Hooke shaft is 5 ft. wide, and worth 6*l*. per fathom. The lode in the end of Good Fortune shaft is 6 ft. wide, and worth 25*l*. per fathom. The lode in the stopes is worth 20*l*. per fm.—Hardhead Shaft: We have struck the lode in the 20 fm. cross cut; it is producing some rich stones of tin. I will write you as to its value in the course of a day or so. The mason work for buddles is all completed, and the masons are pushing on with the calciner for the roasting of the tin. The stamps will be ready in the course of a few days.

FRANK MILLS.—J. Cornish, F. Cornish, N. Addems, July 2: In the 30 fm. level south the lode is cut out, and we have commenced a cross-cut east to ascertain whether it has been heaved in that direction: the cross-cut is now in about 6 ft., and the end is being crossed by small branches of lead ore, and shows indications of the lode being in advance. The lode in the 45, driving north, has again become smaller, and not so productive for lead ore; yet the ground is favourable, and we hope it will soon improve again. In the opposite end, driving south, the lode is only producing a small quantity of lead ores. The winze sinking in the bottom of this level is down about 3½ fms., the lode in which is producing about ¼ ton of

lead ore per fathom. Nothing has been done in the 100 cross-cut west since last report, the men being still engaged cutting down and repairing the 100 fm. level, tram-road, &c., which will take them a few days more to complete. Two of our high stopes in the back of the 45, north from Orchard air-shaft, will be finished in a few days The remaining stopes at present in operation are without any particular change, and the tribute department is also without any particular alteration. The iron lode, both in the 100 and 115 fm. levels, on which we are stoping, continues quite as good as when we commenced it, and last week we sent off a 6-ton truck load of this ore to the manufacturers for the purpose of making paint.

FRON VELLAN.—Capt. Harper, July 2: In driving the level west of deep adit we find that the lode is getting more defined, and the ground more settled; the lode at present is about 2½ ft. wide, of a more promising character than it has been for some time past; this level has been driven 7 fms. 2 ft. 6 in. during the last month.—No. 1 sump, sinking below the deep adit, on the north part of the lode: This part of the lode is about 3½ ft. wide, of a very promising character, composed of carbonate of lime, spar, and lead ore, worth of the latter at present 2½ tons per fathom; we find as we go down the lode improves, and is letting out much water; this sump has been sunk 4 ft. during last week. No change in the intermediate level, west of shaft, since my last; during last month this level has been extended 4 fms. 1 ft. 6 in. In No. 2 level, driving west of shaft, the lode is 4 ft. wide, of a very promising character, and the ground is easy for driving; this level has been driven 2 fms. 4 ft. Last Saturday being our setting-day, the following bargains were set:—The level to drive west of deep adit, by four men, at 75s. per fathom, for one month. The sump to sink below the deep adit shall be set to the men after they have hung the windlass, which will be done in two or three days time. The intermediate level to drive west of shaft, by four men, at 80s. per fathom, for one month. No. 2 level to drive west of shaft, by four men, at 55s. per fathom, and to put all the stuff out to surface, for one month. A cross-cut to drive south on No. 2 level, to intersect the south part of the lode that is going down on No. 1 level, by four men, at 100s. per fathom, for one month, and the men to put all the stuff out to surface. All the stuff at the deep adit level to two men, at 8s. 6d. per fathom, for one month. The men that were previously rising and sinking the shaft are at present sinking No. 1 sump, and driving cross-cut and No. 2 level.

FURZE HILL.—W. Doidge, July 2: There is no particular change in the mine since my last report. We are driving the midway level by a full pare of men, and clearing the south adit by three men. Our parcel of tin weighed 3 tons 1 cwt. 2 qrs. 13 lbs., realising 234*l*. 18s. 2d.

GAWTON COPPER.—G. Rowe, G. Rowe, jun., June 28: The lode in the 105 fathom level, east of King's engine-shaft, is over 8 ft. wide, of a most promising character, yielding very strong mundic, intermixed with good quality yellow copper ore. The lode in the rise and stope in the back of the 95 fm. level is 5 ft. wide, producing arsenical mundic and ore to the value of 8*l*. per fathom. The lode in the 82 fm. level east is worth 14*l*. per fathom. The lode in the winze sinking below the 82 is worth 25*l*. per fathom. The stope in the back of the 82 is worth 18*l*. per fathom. We are now cross cutting into the north part of the lode in the 70 fathom level east, which is producing fine stones of ore. The lode going up in the back of the 70 fm. level is worth 18*l*. per fathom. All other points are without change.

GEORGIA (Tin and Copper).—S. J. Reed, June 28: The flat-rod shaft has been sunk and secured with strong timber to the adit, where the shaftmen have cut a plat and barrow-road, and are now engaged sinking below that level. At Percolly shaft, in driving west on Wellington lode, we have opened up some good tribute ground, which a month since I informed you we were likely to do; the lode varies from 1½ ft. to 3 ft. in width, and worth in places 12*l*. to 14*l*. per fathom for tin. The main and flat rods have been delivered, which we are preparing to fix, and will be proceeded with as fast as possible, together with the pitwork in the engine and flat-rod shafts. We have several large and well-defined lodes within the limits of our sett, and I think it requires only a comparatively small outlay to place the mine in a prosperous position.

GLASGOW CARADON CONSOLS.—W. Taylor, W. J. Taylor, July 1: There is no change to report in the rise in the back of the 78, on Harvey's lode. We cannot do very much more there until the winze is through from the 65 to ventilate it; this winze we are pushing down as fast as possible, by nine men, working all the time; the part of the lode carried in it is worth 15*l*. per fathom. The 65, driving east of winze, is worth 30*l*. per fathom; the same level west is also worth 30*l*. per fathom. The 52 east is still disordered by a horse, now worth about 20*l*. per fathom; we are expecting to see the end improve almost daily. No other change to notice in either of the different levels. The stopes throughout the mine continue to look very well, varying in value from 10*l*. to 30*l*. per fathom. The computation for next sale of ore is 190 tons, which will be sold on the 17th inst. The monthly sales following will be increased to make up for the late small sales.

GORSEDD AND CELYN LEVEL.—John Jones, July 3: The adit driving is advancing, and we hope next week to be on full work with our new and increased operations.

GREAT LAXEY.—F. Reddicliffe, July 2: Deep Mine: A winze sinking in bottom of the 210 north is down to the 220, and we have just commenced opening the lode to its full width in the bottom of the winze, preparatory to driving south towards Welsh shaft, which we intend doing with the object of opening up the 220 as speedily as possible. The 210, driving north, is worth for the portion of the lode carried 35*l*. per fathom. No. 1 stope, in roof of the 210, has improved, and is now worth 85*l*. per fathom. No. 2 has also improved, now worth 75*l*. per fathom. No. 3 stope, in the same roof, is worth 40*l*. per fathom. No. 1 stope, in bottom of the 200, is worth 55*l*. per fathom. No. 2 stope, in bottom of the same level, is worth 35*l*. per fathom. The 200 end is worth 30*l*. per fathom, and the lode not all carried in driving. The stopes in the roof of this level are without any particular change. In the 190 end the ground is disordered at present, and the lode poor; unless, indeed, there is lode standing in the side, but there does not appear to be. The same remarks apply to the 180 fm. level end. No. 2 stope, in the roof of the 180, is not so good as for some months past, now worth 20*l*. per fathom. The winze sinking below the 165 is holed to the 180, and the driving of the 165 resumed; here the lode, including the whole width, is worth 80*l*. per fathom. A new stope in the sole of the 165, south of the before-mentioned winze, is worth 25*l*. per fathom. The lode in the 155 end has improved, and is now worth 50*l*. per fathom. The 145 has also improved, now worth 40*l*. per fathom.—Dumbells: In stripping out the side of the level in the 170 south it is looking well, and worth 120*l*. per fathom. Other than this, there is no change to notice throughout this section of the mine since last report. We are but very little better off for water for drawing stuff and the dressing floors, but the small steam-engine landed yesterday, and which we hope to have at work in a few days, will assist us very materially with the drawing, and when we have attached the rest of the machinery on the dressing floors to the steam-engine there we shall be in a much better position for keeping up the returns.

GREAT NORTH CARADON.—George Rickard, July 2: In the cross cut south of the engine-shaft, in the 25, a branch has been intersected which is about 8 in. wide, composed of quartz, fluor-spar, peach, mundic, and rich spots of yellow copper ore. Good progress is being made in driving the cross-cut. In the intermediate end the ground is a little stiffer. There is nothing fresh to report from any other part of the property.

GREAT RETALLACK.—John Harris, June 28: The old engine-shaft is now ready for drawing through except about 5 fms. above the old 40, where there is a great pile of stuff lying upon the footwall of the shaft, which I hope will be got away next week. The men will also clear the chokers in the 20 and 30 fm. levels east of the shaft next week so as to be able to get in to see the blende ground eastward, where there is said to be large quantities of blende standing left from the former working.

GREAT ROCK.—J. Kemp, July 3: I am glad to inform you that we are looking very well; the mine is producing good lead; indeed, on the whole, is looking much more cheerful than I have seen for a very long time, producing large blocks of fine stuff, well charged with lead. We have a large pile ont ready for crushing, but are short of water: however, it is now, while I am writing this, raining nicely, which will enable me to crush. I hope to sell a parcel on Thursday next.

GREAT WEST VAN.—J. Roach, July 3: I am pleased to say that all our ends of ground in the 34 (bottom level) have very much improved during the past week. The 34 east is producing upwards of 1 ton of lead and 1 ton of blende per fathom. The 34 west fully 1 ton of lead per fathom, and Greene's lode, in the 34 east, about 1½ ton of lead per fathom; these lodes will be intersected by the cross-cut which we are now driving in the 46 at an early date, where, no doubt, rich courses of ore will be met with. The other ends of ground are highly promising, and the stopes throughout the mine yielding their usual quantities of lead. This property now presents appearances that would justify the most sceptical miner in anticipating large returns of ore, and great profits therefrom.

GREEN HURTH.—Wm. Vipond, July 1: The stope and side going on to the new south end is yielding 6 to 8 tons of ore per fathom; set to two men, at 50s. per fathom. We shall add two men for this place in about a fortnight, as the roadway will be so nearly completed that they can be spared. During the month we shall have a good road direct to the mine from the main turnpike-road, leading to either Alston or Middleton Station. The stope on east branch is set to two men, at 54s. 6d. per fathom yielding about 2 tons of ore per fathom. Grennell's end going north is set to two men to drive, at 72s. 6d. per fathom; this will soon cut the thin laying between the present and the old thing that was driven on north. The incline is set to four men, at 135s. per fathom. The low level is set to four men, at 114s. per fathom. We have got a better supply of water for dressing purposes. The carriers have 58 bings of ore away since the last squaring-up the accounts to June 12.

GWESTYN CONSOLS.—W. Pearce, July 2: On Saturday last, being our setting-day, I set the deep adit level to drive west on the course of the lode, at 4*l*. per fathom; the ground is harder for driving than it has been; driven in the past month 7 fms. 5 ft. 3 in.; there is an improvement in the lode, and I expect it will continue as we get nearer to the junction of the caunter lode; the lode is from 4 ft. to 5 ft. wide, with a well-defined footwall, composed of clay-slate, spar, carbonate of lime, and occasionally spots of lead, but not enough of the latter to set any value on at present.

GWYDYR PARK.—W. Bennetts, July 1: No change in the 25 end east. In the stope in back of the 25 the lode is worth 15 cwts. of lead ore per fm. In the stope in bottom of the 15, north of engine-shaft, the lode is worth 7 cwts. of lead ore per fathom. In the stope south of the engine-shaft, in the 15, the lode is worth 10 cwts. of lead ore per fathom. No other change to notice.

HALKYN DEEP LEVEL.—June 30: In the deep level there is not much change to notice since last reported; the lode continues about 13 in. wide, consisting of limestone, spar, and small vughs, with a nice little stream of water flowing from the bottom of the level; the ground still keeps rather hard for driving. The cross-cut driving out south at the 156 yard level, at Pant-y-Go shaft, still continues in a very congenial channel of ground, where we find nice strong spots of lead and blende, with small branches of spar; as we drive forward all that is wanted here is to cut a parallel vein, which, no doubt, would be found productive in this mineral ground. The winze sinking below the 110 yard level, 200 yards north of north shaft, on Pant-y-ffrith vein, the part of the lode carried in the sinking for about 4 ft. wide is composed of limestone, spar, and producing occasionally good stones of lead ore. We are much pleased to inform you that we have got a communication through with a borer-hole to the rise coming up from the 146, which has let down the water, and given better ventilation; we have about 5 ft. of ground more to sink and rise to effect the communication between the two points; this we hope to accomplish in about a week or nine days' time. The lode in the rise over the 146 to meet the winze below the 110 is much of the same character as that referred to in the winze, producing at times good stones of lead ore. There is no change to notice in the tribute department since last reported.

HINGSTON DOWN CONSOLS.—J. Richards, June 26: In Bailey's shaft, sinking below the 140 fm. level, the lode is 5 ft. wide, composed of capel, quartz, mundic, peach, and good stones of both copper and tin ores.—Bailey's Shaft: In the 140 west the lode is 4 ft. wide, and continues worth 15*l*. per fathom. The lode in the stope in the back of the 140 fm. level is worth 45*l*. per fathom. In the 120 fm. level west, on the south part of the lode, the lode is still worth 35*l*. per fathom. Wadge's winze, below the 120 fm. level west, is being sunk between the two parts of the lode, and the ground admits of pair progress being made. In the stope in the back of the 120 fm. level west the lode is worth 20*l*. per fathom. The lode in the stope in the bottom of the 110 fm. level is worth 30*l*. per fathom. In the 110 fm. level west the lode is very healthy, and continues worth 15*l*. per fathom.

— July 2: Bailey's shaft is in regular course of sinking below the 140, in which the lode is 5 ft. wide, producing good stones of copper, with an increase of tin. Some fine specimens of the latter have to-day been broken from the deepest point reached. In the 140, west of Bailey's shaft, the portion of the lode carried is 4 ft. wide, and worth 15*l*. per fathom, the most productive portion of the lode appearing to be to the south. In the stope in the back of the 140 west the lode is worth 45*l*. per fathom. In the 120 west, on the south part of the lode, the lode is worth 30*l*. per fathom. In Wadge's winze sinking below the 120, between the two parts of the lode, fair progress is being made. The lode in the stope in the back of the 120 west is worth 20*l*. per fathom. In the stope in the bottom of the 110 west the lode is worth 30*l*. per fathom. In the 110 west the lode is still promising, and is worth 15*l*. per fathom.

ILLOGAN.—R. Pryor, July 1: We are making good progress in cutting down Vivian's engine-shaft by a full pare of men, and have completed the same for 9 fms. below surface. We are pushing on with the taking out of the necessary ground for the foundation of the engine-house, and the engineers will soon commence taking out the 90-inch engine intended for this mine. The whole of our surface work is being vigorously prosecuted, and there is no change throughout the mine worthy of remark since last report.

LADYWELL.—Arthur Waters, July 3: The 16 to drive south of engine-shaft, on caunter lode, by four men, at 2*l*. per fathom, worth for lead 20*l*. per fathom. The 16, north of shaft on said lode, by four men, at 12*l*. per fathom; the lode is 3½ ft. wide, composed of carbonate of lime and solid lumps of lead ore, and a fine looking lode. The adit south, on New Britain lode, by four men, at 6*l*. 10s. per fathom; there has been no change to notice here for some time past.—Main Lode: The 16 to drive north of flat-rod shaft, by four men, at 10*l*. per fathom; the lode is 3 ft. wide, composed of carbonate of lime and lead ore, worth 30*l*. per fathom: this lode is very similar in general character to the Roman vein at the Gravels. The shaftmen have completed the underlay part of the shaft, and are now casing and dividing and re-timbering the perpendicular from adit to surface, a distance of 30 fms. We shall soon have the shaft ready to receive machine kibble, pitwork, &c.

LEEDS AND ST. AUBYN.—John Curtis, July 2: The lode in the 40 west is looking better, and showing signs of being more productive than for some time past. In the 40 east the lode is not so large as when last reported, it being in a bar of ground. In the 10, east of Bastian's flat-rod shaft, the lode is 2½ ft. wide, with good stones of tin in it, but not much to value, and letting out a quantity of water—quite enough for the pumpwork. In the stopes and tribute department there is no material change to call for remark.

LOVELL (THE).—J. Nancarrow, July 2: The driving is being pushed on as fast as possible, and the lode continues good. We now commence a winze below the 12, east of the shaft, where the lode is also good. The stamping goes on as well as the water will permit, but with the present rain we expect to do better.

MAUGHHOLD-HEAD.—R. Rowe, July 3: At the Dhyrnane portion of the mines we have no special change, the ore stopes continue to yield well.—Ballajorra: No. 5 lode is not quite so rich in the end driving north as last reported on, but there is still good ore in the end, and will undoubtedly open out and prove to be a highly productive lode. No. 4 lode continues to turn out a good quantity of ore. Our shipments during the week have been over 300 tons of ore.

MELLANEAR.—E. Rogers, J. Moyle, July 3: The mine is now being kept in fork to the bottom without much difficulty. The different places are much the same as before reported, except the 50 end, which is not looking so well, producing stones of ore worth 1 ton per fathom. At Gundry's shaft the men have been employed cutting hitches for bearers, ground for cistern, &c., and fixing another drawing-lift, that now in course of sinking being too long and heavy to sink deeper with safety. This will be completed by Saturday. The cross-cut is still being driven south, but we have not discovered any lode or branch since the one before mentioned.

NANT-Y-RICKET.—Wm. Hancock, June 26: Setting Report: No. 1, to drive west, and on the south part of the lode, by four men, at 9*l*. per fathom, for the month; the part of the lode we are carrying has very much improved in value, and is not worth less than 15*l*. per fathom for copper, and from present appearances very like to further improve as we go into the hill.—No. 2 Level: Since last report we have had a very great change in this level; we have cut into a very fine lode of lead ore in this end, driving west: it is let to two men, at 9*l*. per fathom. As soon as possible I will put more men on here; we cut through the lode to prove its value, and will advise you more fully in my next report as to width, &c. Our dressing copper and surface operations are progressing satisfactorily.

NATIVE IRON ORE.—June 30: Smallacombe Mine: During the last six months the greater part of our force at this mine has been engaged driving up the adit level towards the intersection of the beds of magnetic iron. With the drivage of this level we have progressed a distance of 100 fms., and are now not more than 20 fms. from the intersection of the beds, to reach which we are, of course, very anxious, and are doing our utmost to expedite it, as in the adjoining property each of those beds is yielding upwards of 30 tons of rich magnetic iron per fathom, and we have every reason for expecting to find them equally rich when intersected in our property. The nature of the ground through which we are now driving is of a very favourable character for rapid progress, and if it continue we shall within a few months reach our object, and when this is accomplished, and a reasonable distance laid open for stoping the iron, we shall be able to increase our monthly production to almost any extent, in accordance with the force employed. I have recently increased that part of our force engaged raising iron from the brown hematite beds, of which also we have two in this property, each averaging 6 ft. thick, and from which we are now shipping iron ore, the cost of raising being at the rate of 2s. 6d. to 3s. per ton. I now propose, in order to drain and lay open at greater depth those hematite beds, which I regard as being highly important, to drive a deep adit level from the eastern boundary of our sett, as by doing so we shall drain those beds 11 fms. deeper than our present workings, and thus secure an ample basis for extensive and permanent mining operations of a highly productive character.—Pawton Mine: Since we pumped the water to the bottom of this mine we have found much to do (as might be expected after long suspension) to set it in proper working condition. Our pumping-engine which we erected, of 164-horse power, works very satisfactorily, and with the 16-in. plunger pump fixed at the 22, and 15-in. drawing-lift from thence to the 32 (our present bottom of mine), enables us, without any difficulty, to keep the mine free from water. We have timbered the engine-shaft where necessary, and have cased and divided it from surface to bottom, fixed footway throughout, and rendered it in complete working condition for hauling and other purposes. We have also opened the middle shaft, and timbered it complete, for hauling from surface to the 22, and from thence, 4 fms. down, into the stopes worked down in the bottom of that level. In those stopes we have now the greater part of our force engaged putting in new stulls, for protection from any matter falling from the hollows overhead, clearing up the debris resulting from the breaking away of the old stulls, and raising iron from those parts of the stopes which we have already cleared; and I am very pleased to find that, so far as we have gone with this work of clearing, the lode is showing a splendid appearance for size and richness, being 10 ft. wide of rich iron, requiring no separation. Of this ore we have now some 300 tons at surface, and are daily making room for the employment of an increasing force to raise it faster. The drainage of those stopes is not, however, perfect, and to render it so, as well as for the purpose of laying open this rich lode at the level below, I am pushing forward the 32 underneath, and from the back of which level, for the purposes of ventilation and haulage, we are putting up a rise to meet the middle shaft coming down from the bottom of the 22. When those preparatory works of clearing and draining the stopes are completed we shall be in a position to raise regular and rapid shipments of ore—indeed, shipments may be at once commenced and continued with the ore already raised and raising. Our appointments at surface are in every way ample, consisting of (besides the large pumping-engine before mentioned) a powerful drawing engine, for raising the ore to surface, and already connected with the engine and middle shafts; a large smiths' shop, containing two forges; a carpenters' shop and saw-house, changing-house, account house, storehouse, and extensive stabling.

NEW CROW HILL.—T. Trelease, July 1: At the 45 end east the lode is 1 ft. wide, composed of mundic, &c., and producing occasional stones of lead ore; a very kindly end, and is much the same as when reported at the general meeting. This end will be in from winze by Saturday between 9 and 10 fms. Unless it should improve by that time I think it advisable to suspend the end and put the men to prepare to sink the western shaft.

NEW DALE.—R. Niness, July 1: The ground in the 65 cross-cut continues the same, still very congenial for ore in connection with the north and south vein. Driven during the past week 7 ft.; total 13 fms. 4 ft. No. 3, on Johnson's, continues about the same, yielding 15 cwts. to the fathom. Broken during the past week about 2 tons; estimated quantity about 46 or 47 tons.

NEW DOLCOATH.—J. Vivian and Son, N. Clymo, July 3: Having stoped down the lode in the sink under the 140 to a width of 10 ft., and found no south wall, we have thought it best to resume sinking in the north and most valuable part of the lode. We are here carrying a width of 6 ft., and a length of 2 fms., which we estimate to be worth from 30*l*. to 40*l*. per fathom. The rise over the 130 continues to produce 2½ tons of copper ore per fathom. In the 33, west of engine-shaft, we are stoping the bottom of the level for a short length behind the end to make the level good into the end before commencing to drive it, which we shall do to-morrow. We have found rich specimens of tin and copper in clearing this level, and there is a strong and highly mineralised lode in the end to commence driving on. We are also purpose rising in the back, as we have nearly 80 fms. of lode above us completely unexplored. Other parts of the mine will be referred to in next report.

NEW GREAT CONSOLS.—Richard Pryor, F. Green, James Williams, July 2: Phillip's engine-shaftmen are making fair progress in sinking from the 74 to the 86 fm. levels. The 86 both east and west of engine-shaft continues to let out water freely, and the lode in each end is of the same value as reported last week. All the other stopes and tutwork bargains throughout the mine are without change to notice. Our surface work is being satisfactorily pushed on, and we have no further change to report on since last week.

NEW HENDRA.—W. Rowe, June 30: I beg to hand you our monthly pay and setting report:—The engine-shaft has been completed to the 20, and we have to-day set the 20 end to drive east on the engine lode by four men, for the month 2*l*. per fathom; the lode produces saving work for tin. We have also set a cross-cut to drive south at this level to intersect the south lode, which we expect to meet with in about a fortnight's time; price per fathom for driving 2*l*. 10s. 6d.; men to cut the lode. Our stamps and dressing-floors are being proceeded with all possible dispatch.

NEW ROSEWARNE.—J. James, J. Rule, June 28: We have nothing of importance to report to-day except that in the 46 west end and rise there are stones of copper, and we think it probable we shall shortly meet with something good.

NORTH CROFTY.—J. Vivian and Son, W. Thomas, July 3: The lode in the engine-shaft sinking under the 220 is very large, composed of quartz, flookan, killas, with peach and mundic. In the 220 west the ground has improved for driving through, we, therefore, expect to reach the elvan course and an improved lode in the course of a short time. In the winze sinking under the 208 west the lode is worth 14*l*. per fathom. In taking down the north side of the 183 west we have discovered a part of the lode, which produces tinstone, mundic, &c. No change worthy of notice has taken place in the drivage of the 183, east of Praed's shaft. The stopes are producing their usual quantities of tinstone.

NORTH JANE.—J. Rowe, July 3: The engine-shaft is sinking with good speed, and we have 6 ft. more to sink to reach the 22; this will take about a fortnight, when we shall commence a cross-cut towards the lode. The 12 is driving west of the west footway shaft, by four men, at 4*l*. per fathom; lode 2 ft. wide, producing stamping work. We have two tribute pitches working in the back of the 12, at 13s. 4d. in 1*l*., and the men getting good wages. We have more tin ground which we could let on tribute if the men would work it.

NORTH POOL.—J. Vivian and Son, F. Clymo, July 3: In the 70 and 80, east of Ballarat shaft, there is no alteration worthy of notice since the last report—that is to say, the appearances are favourable, and there is a little copper ore in both ends, but not sufficient to pay for working. In the 80, west of Ballarat shaft, the lode is increasing in size, and improving in the production of copper. In the 40 cross-cut, south from the engine-shaft, we are now in about 9½ fathoms, and continue to pass through rock made up of the same minerals as those which have been met with in the last 4 fathoms driven, amongst which we find frequent pockets of good yellow copper ore, mixed with soft friable quartz. Water still oozes from every part of the end, so that, taking all these facts into consideration, we look forward with confidence to intersecting the lode, and have a strong belief that we shall find it a good one for copper. The engine is now working 2¼ strokes per minute.

NORTH TANKERVILLE.—J. W. Powning, July 2: Setting: The 30 cross-cut south of engine-shaft, to six men, to cut the lode, at 6*l*. 10s per fm.; we expect to intersect the lode in 2 fathoms further driving. The 14 cross-cut, north of the same end, to four men, at 6*l*. 10s. per fathom; by the end of the present week we shall have proved if there is any more lode before us.

NORTH TRESKERBY.—Richard Pryor, Thomas Jenkin, July 1: On Saturday last we set the following bargains:—The deep adit level to drive, west of Doctor's shaft, on the copper lode, by four men, at 8*l*. 10s. per fathom; the lode is 2 ft. wide, and producing 1 ton of copper ore per fathom. The deep adit cross cut to drive north of John Michael's shaft, by six men, at 8*l*. 10s. per fathom; we are daily expecting to communicate the new shaft with this end; when this is effected there will be good ventilation here, and we shall be enabled to extend this cross-cut to cut no less than seven lodes in this direction, as well as perfectly unwater the winze of Scorrier Consols Mine to its present bottom.—Highburrow Lode: The stope in bottom of the 20, west of shaft, by four men, at 4*l*. 10s. per fathom; the lode is 7 ft. wide, and worth for tin 15*l*. per fathom. The cross-cut to drive, north of trial shaft, to intersect Wheal Briton lode, by four men, at 1*l*. 15s. per fathom; here we expect to cut the lode shortly. We are getting on satisfactorily with the heaving-in of the 80-inch engine, and all things at surface are going on well. Our pay and setting passed off well.

OLD BOTTLE HILL.—J. Gifford, J. Eddy, July 2: We set the 36, west of Rowe's shaft, to drive 2 fathoms in the end, and stope the back, by six men, at 57s. 6d., stent the month, the takers to tram, fill, and land all their stuff; lode in the end 3 ft. wide; 1 ft. in the middle of it is good work for tin, and is likely to improve. One pitch, by four men, at 15s. tribute, for two months, the takers to pay all costs.

OLD WHEAL ROSE.—W. Schollar, July 3: Whitefield's shaft is holed to the adit level on Harvey's lode, which at this point is about 4 ft. wide. The best part of the lode is to the west of the shaft, where it is 1 ft. wide, containing white and brown iron and good patches of silver-lead, a sample of which I have forwarded to you this day, which I am certain you will be pleased with. In the adit level we have cleared to another shaft. This we intend spilling through as soon as we get some timber cut. In one of the pits referred to last week, to the north of the great flookan, we have some branches of spar, and have, therefore, thought it best to sink it a little deeper before cross-cutting each way to cut the main lode. We are also sinking pits south to cut Harvey's lode, and hope to report something good at these points very shortly.

PARYS MOUNTAIN.—T. Mitchell, June 30: Setting Report: The 90 cross-cut south to be driven by six men, at 8*l*. 10s. per fathom; the ground here is a little harder for driving: the water is now issuing from the bottom of the forebreast. A winze to sink in bottom of the 65, by six men, at 6*l*. per fathom. The lode in this winze will yield 4 tons of copper ore per fathom, of a pretty good quality. The driving and stoping in the 65, by six men, at 12*l*. per athom, to carry the breast 12 ft. high; the lode will yield 9 tons of ore per fathom for this height. A trial sink in the 80, by two men, at 6*l*. per fathom; here we expect to open up a piece of ground for a tribute pitch shortly. The intermediate level, over the 65 west, is now set to stope by six men, at 6*l*. per fathom; the lode is worth 6 tons of copper ore per fathom. The stopes in back of the 90, on the Carreg-y-Doll lode, by four men, at 6*l*. per fathom, yielding 4 tons of copper ore and 2 tons of sulphur per fathom. The stopes in the 80 west, by eight men, at 6*l*. per fathom; the lode is worth 7 tons of copper ore and 2 tons of sulphur per fathom. The stopes in the 80 east, by six men, at 6*l*. per fathom—worth 5 tons of ore per fathom. In the tribute department we have set 12 pitches to 33 men, at the usual prices. At Madfadu we have commenced the necessary work preparatory to sinking the engine-shaft. The water is at present easy, and we hope to make good progress for another drift. Surface operations are going on very well.

PARYS MOUNTAIN.—T. Michell, July 3: There is no change to report since the setting on Saturday last, everything going on in regular order. We have sampled this week one lot of copper ore and one lot of precipitate copper. We have a parcel of second quality ore ready for sampling, which we have decided to stand over for the present.

PEDN-AN-DREA UNITED.—Wm. Tregay, W. Prideaux, John Pope, June 30: Sump: The water is in fork, and we hope to be sinking next week. Martin's Lode: In the 140 fm. level, west end, the lode is worth 15*l*. per fathom. In the winze in the 130 west the lode is worth 12*l*. per fathom. In the 130, west end, the lode is worth 10*l*. per fathom. In the 120, north rise, we have cleared through to the 90, and shall be soon ready to drive the intermediate levels. In the 100, east rise, we have cleared the run caused by the water being in, and expect to resume rising next week. In the 68, east rise, is on Skinner's south lode, where it produces good stones of tin. There is an extensive piece of ground open up between this and the 47, east of Bragg's.—Cobbler's: In the 120, west end, the lode (Martin's) is worth 8*l*. per fm. In the winze in the 110 west the lode (Martin's) is worth 18*l*. per fm.—Cardozo's Shaft: North Lode: In the 90, east end, the lode is worth 18*l*. per fathom. In the 90, west end, the lode is worth 10*l*. per fathom. In the winze in the 80 east the lode is worth 14*l*. per fathom. In the 80, west end, the lode is worth 15*l*. per fathom. In the 70, east end, the lode is worth 12*l*. per fathom. In the 70, west end, the lode is worth 7*l*. per fathom. In the 60, west end, the lode is worth 16*l*. per fathom. In the 55, east end, the lode is worth 13*l*. per fathom. In the rise in the 55 west the lode is worth 12*l*. per fathom.—Trevena's Shaft: In the winze in the 47 east the branches have not yielded such good results this week, producing about 14*l*. worth of black tin per cubic fathom, but they are changable in value, and may soon improve.—Critchley's Shaft: The progress here has been fair, but the ground is rather harder than it was. There is a lode in this shaft underlying slightly north; this lode contains good spots of copper ore, but as yet not any tin to value. We have sold this day at Trethellan 8 tons 18 cwts. 3 qrs. 12 lbs. of black tin, at 80*l*. 2s. 6d. per ton, for 71*l*. 10s. 10d. and carriage, as per tin bill enclosed.

PENHALLS.—S. Bennetts, W. Higgins, June 28: There is no lode as yet in the 80 west. The 70 west continues to produce a small quantity of tinstuff. The 60 east, on the Downright lode, is unproductive. A stope above this level, on the Pink lode, is worth 15*l*. per fathom. The 50 east end is worth 15*l*. per fathom. The 54 west is worth 7*l*. per fathom. The 30 east, on the north lode, is worth 7*l*. per fathom, and the same level west is worth 6*l*. per fathom. The 45, east of the Shop shaft, is worth 9*l*. per fathom, and a winze below this level 12*l*. per fathom.

PENNERLEY.—T. Harris, J. Delbridge, July 2: Engine-Shaft: The lode in the 130 east maintains its value—3 tons of lead per fathom, and promising for a further improvement. The lode in the level driving west yields stones of lead, and of an encouraging character. The lode in the 120 east is improving, now worth 2½ tons of lead per fathom. The winze sinking below the 80, on the junction, is down 17 fms.; at 15 fms. we have commenced cutting ground for fixing tackle, &c.; this is necessary in order to facilitate the winding of stuff and general working of the winze, the depth now being too great for winding in our length. The lode in the bottom of the winze yields good stones of lead. The lode in the 70 east, on Warm Water lode, is 3 ft. wide, worth 1 ton of lead per fathom. The lode in the 60 fm. level, driving east, is 5 ft. wide, producing 1½ ton of lead per fathom: at present there is a large cavity which, other than expedite the driving, does not enhance its value, although the lode is very promising for an improvement. The lode in the winze sinking below this level is 3 ft. wide, worth 3 tons of lead per fm. The lode in the winze sinking below the 40 is 1½ ft. wide, producing ½ ton of lead per fathom. At Bland's shaft we are making good progress in clearing and securing the 45 east, and hope by next report to have it cleared to the forebreast.—Potter's Pit: The sinking below the 45 is going on regularly, and the ground good for progress. The lode in the 45, drividg west on north lode, is at present disordered by a cross-joint, which has temporarily affected its productiveness; the prospects are encouraging. In the cross cut driving north in the 35 we are near the point to intersect the north lode, and we hope by next report to be able to state the result of intersection. In the 25 we have resumed driving the cross cut to intersect the north lode, which we expect to do in about 3 fms. driving.

PENSTRUTHAL CONSOLS.—John Kendall, Joseph Michell, July 3: Setting Report: Greene's engine-shaft to sink by nine men. The 22 to drive east of Highburrow engine-shaft, by four men; the lode is worth 10*l*. per fathom. The 22 to drive west of Highburrow engine-shaft, by four men; the lode is worth 15*l*. per fathom. The 10 to drive east of Highburrow engine-shaft, by four men. To sink the winze in bottom of the 10, east of Highburrow engine-shaft, by six men; the lode is worth 10*l*. per fathom. The winze to sink in bottom of the 10, west of Highburrow engine-shaft, by six men; the lode is worth 12*l*. per fathom. The cross-cut to drive south, towards Ward's lode, from the 10, west of Highburrow engine-shaft, by six men. To rise in back of the 10, west of Highburrow engine-shaft, by two men; the lode is worth 10*l*. per fathom. The adit level to drive on Ward's lode, east of cross cut, by six men; the lode is worth 12*l*. per fathom. To strip down the south part of Ward's lode, in the shallow level, east of cross-cut, by four men. The cross-cut to drive north of Hodge's shaft, by four men. To drive on the copper lode, west of Hodge's cross-cut, by two men; the lode is worth 6*l*. per fathom. The end to drive west of boundary shaft, on Bell Vean tin lode, by four men; the lode is worth 20*l*. per fathom. To sink a shaft by six men, about 50 fms. west of boundary shaft, in order to prove the value of the lode further west. The cross-cut to drive north of Simmons's shaft, by two men. To drive the 15 west of Richardson's shaft, by six men; the lode is worth 30*l*. per fathom. The 15 to drive east of this shaft, by six men—worth 30*l*. per fathom. The sinking of the shaft is suspended for a short time, in order to drive the levels east and west; the lode at the shaft is worth 80*l*. per fathom. To drive north and south of Junature shaft, by four men. We have a large force of men employed in excavating ground for foundation of stamps, engine-house, dressing-floors, engine pool, and sundry surface operations.

PERRAN CONSOLS.—J. Nance, July 2: Hallett's Engine-Shaft: The ground in the shaft is more favourable for sinking, and of a more decided character for tin. We are making great efforts to get the shaft down for the next level, and hope by the advantage in the change of ground good dispatch will be made, and the gain of much time. In the 30, west of engine-shaft, the part of the lode carried in driving is worth 4*l*. per fathom; no change has taken place in the appearance of the ground since our last report, the lode is letting out much water, and producing good stones of tin. In the 20, driving west of engine-shaft, the lode is looking very kindly, and yielding occasionally good stones of tin, worth 3*l*. per fathom.—Flat-Rod Shaft: The repairs in this shaft are nearly completed from the 10 fm. level to the 40 fm. level, and in a few days will be ready for drawing through. In the 30, east of flat-rod shaft, ft. the ground is spare for driving; nothing has been met with to change the character of the lode during the week, now worth 4*l*. per fathom. At surface the work is progressing favourably in the erection of loading stand and other necessary parts for completing the working of the steam whim.

PHŒNIX (Silver-Lead).—Richard Pryor, E. Adams, July 1: Setting Report: On Friday last we set the following bargains:—The engine-shaft to sink below the 50 fm. level by nine, at 28*l*. per fathom; the lode is 7 feet wide, and producing fully 1 ton of lead per fathom; this shaft is now down 9 fathoms 3½ feet below the 50, therefore we hope to commence driving the 60 fm. level in about a month's time. The 50 fm. level to drive south of engine shaft by six men, at 6*l*. 10s. per fathom; the lode is about 3 feet wide, and producing stones of lead; this level to drive north of shaft by six men, at 5*l*. per fathom; the part of the lode being carried is 4 feet wide, and producing saving work for lead. The 40 fm. level to drive south of shaft by six men, at 7*l*. per fathom; the lode is 20 in. wide, and producing 5 cwts. of lead per fathom. This level to drive north of ditto by six men, at 3*l*. 15s. per fathom; the lode is 4 feet wide, and producing 3 cwts. of lead per fathom. The winze to sink below the 40 fm. level, north of shaft, by four men, at 3*l*. 15s. per fathom; the lode here is 4 feet wide, and producing 5 cwts. of lead per fathom. We also set a tribute pitch to two men, at 10*l*. per ton of lead. Our machinery is in good condition and working well. Our pay and setting passed off well.

PRINCE OF WALES.—J. Gifford, F. Phillips, June 30: In the 90 west we are sinking down the lode, which so far as seen is 3 ft. wide, worth 12l. per fathom for copper, with every appearance of further improvement. The water is flowing freely from the end, and draining the level above, and we have to-day taken the 45 fathoms in advance of the 90, where we expect to open out a good run of ore ground. In the 90 east we are driving by the side of the lode. No change in the tin ground. Tinate pitches or in the silver department.

WESTRONGUET TIN STREAM.—July 2: The following bargains were set on Saturday last:—The deep level to drive north by two men and two boys, at 2l. 5s. per fathom, 8 fms. or the month. The No. 1 end to drive north in the tin ground by four men, at 1l. 5s. per fathom; the gravel is about 2 ft. thick, of low quality. The No. 2 end to drive north to four men, at 1l. 7s. per fathom; the gravel is 6 in. thick, and poor. The cross level, 14 fms. west from No. 1 (in the No. 1 air level), to strip by four men and four boys, at 10s. per fathom; the gravel is about 1 ft. 6 in. thick, and of good quality. A cross level to drive south, 14 fms. west from No. 1 in the No. 1 air level), by two men and two boys, at 16s. per fathom; the gravel is about 1 ft. 6 in. thick, of good quality. The cross level to drive south, 13 fms. west from No. 1 (the first air level), by two men and two boys, at 16s. per fathom; the gravel is about 2 ft. 6 in. thick, saving work for tin. The cross level, 12 fms. west from No. 2, to strip to four men and four boys, at 15s. per fathom; the gravel is 4 ft. thick. The level to drive south from No. 1 pass to one man and one boy, at 8l. per fathom; the gravel is 2 ft. 6 in. thick, of good quality.

ROMAN GRAVELS.—A. Waters, July 3: Setting Report: The 95 to drive north of No. 1 winze, on Roman vein, by six men, at 16l. per fathom; the lode is from 6 to 7 ft. wide, and worth for lead 120l. per fathom. It is interesting to see a magnificent lode like this in the bottom of the mine, and so near the engine-shaft, the level now being 7 fathoms south of the cross-cut. The stope in the back of the 95, north of the above winze, by six men, at 6l. per fathom; lode worth 70l. per fm. The stope in the back of the 80, north of winze, by four men, at 6l. per fathom; lode worth 25l. per fathom. The 80, south of No. 2 winze, by six men, at 16l. per fathom; lode 3 ft. wide, worth 40l. per fathom. The stope in bottom of the 65, north of No. 3 winze, by six men, at 7l. per fathom; lode worth 100l. per fathom. The stope in the same level, south of No. 1 winze, by six men, at 6l. per fathom; lode worth 40l. per fathom. The 80 to drive north of Corfield's shaft, by six men, at 16l. per fathom, worth 60l. per fathom; there is a great width of lode standing in this drivage against the hanging-wall. The winze below the 65, 12 fathoms south of the said shaft, to be carried 10 ft. long by the width of the lode, by six men, at 14l. per fathom; lode 6 to 8 ft. wide, worth 100l. per fathom. The 65 to drive south of No. 2 winze, south of Corfield's, by six men, at 8l. per fathom; lode 3 ft. wide, yielding good orey stuff, and improving daily. No. 1 stope, in the 65, south of said shaft, by four men, at 6l. per fathom; lode worth 100l. per fathom. No. 2 stope, north of ditto, by four men, at 7l. per fathom; lode worth 100l. per fathom. No. 3 stope, north of ditto, by four men, at 7l. per fathom; lode worth 50l. per fathom. No. 1 stope, in the 65, south of shaft, by four men, at 6l. per fathom; lode worth 120l. per fathom. No. 2 stope, south of ditto, by four men, at 6l. per fathom, worth 90l. per fathom. The stope in the back of the 65, south of winze, south of shaft, by six men, at 6l. per fathom, worth 50l. per fathom. No. 2 stope, south of winze, by four men, at 6l. per fathom, worth 50l. per fathom. We are to drive south east, on caunter lode, by two men, at 10l. per fathom; nothing new at this point worthy of mention. No. 2 winze, below the 50, south of Corfield's, by six men, at 14l. per fathom; lode worth 50l. per fathom.—East lode.—The stope in the back of the 80, south of Glover's cross-cut, by two men, at 8l. per fathom, worth for lead 50l. per fathom. The new south engine-shaft below the adit level, by nine men, at 17l. per fathom. We hope to get our machine-jiggers, crusher, &c., at work, and to be in fair order at our new dressing-floors in August.

SOUTH CONDURROW.—J. Vivian and Son, W. Williams, July 3: King's shaft is now 2 fathoms under the 93, eistern put in, lift fixed, and everything completed for continuing the sinking of this shaft to the next level without cessation. There is nothing to remark upon in the 93 fm. level west.—Tin Lode: In the 82, west of King's shaft, the lode is 5 feet wide, and worth about 30l. per fathom. In the 71, west of King's shaft, we are carrying a part of the lode 7 feet wide, which is worth about 30l. per fathom. In the rise and stope over the last named end we are carrying a part of the lode 10 feet wide, which is worth about 30l. per cubic fathom. In the No. 2 winze, sinking under the 71 west, now down about 13 fathoms, the lode is 3 feet wide, and worth about 30l. per fathom. In the 61, west of King's shaft, we continue to cross-cut north through the lode, and find it improving in character as we advance, although it is not yet rich in tin. In the 61, east of King's shaft, we are carrying a part of the lode 6 feet wide, which is worth about 70l. per fathom. We have commenced clearing out the 71 east in order to drive it under the course of tin discovered, and now being driven through at the 61 fm. level. In sinking the winze under the 51, west of King's shaft, the part of the lode being carried is worth about 10l. per fathom.—Middle Lode: In the 10, east of William's shaft, we are still cross cutting north, not having yet struck the lode. In the deep adit level west the lode is 1½ ft. wide, and worth about 7l. 10s. per fathom.—Plantation Shaft: In the deep adit level west the lode continues to produce good stones of tin. In the shallow adit east the lode is 1½ ft. wide, and worth about 6l. per fathom.—Junction Shaft: In the shallow adit east the lode is 1½ ft. wide, and worth 7l. 10s. per fm.

SOUTH DARREN.—J. Boundy, W. H. Boundy, June 30: Setting Report: The 40 to drive west, by six men, at 12l. 15s. per fathom; the lode in the end is 2 feet wide, containing small strings of lead ore, and looks promising for improvement. The 80 to drive west, by six men, at 11l. per fathom; the lode in the end is 2½ ft. wide, and maintains its character and value as last reported, worth for lead and copper ore 20l. per fathom. To stope the back over the 80, west from the shaft, by eight men, at 80s. per fathom; the lode is 3 ft. wide, worth for lead and copper ore 8l. per fathom. To stope the back over the 80, west from ditto, by six men, at 85s. per fathom; the lode is 2 ft. wide, worth for lead and copper ore 11l. per fm. To stone the back over the 80, east from the winze, by six men, at 85s. per fm.; the lode is 2½ ft. wide, worth for lead and copper ore 16l. per fathom. The 70 to drive west, by four men, at 9l. 10s. per fathom; the lode in the end is 2 ft. wide, which is of a promising character, and expect an early improvement; present value for lead and copper ore, 8l. per fathom. To stope the back over the 70 west, by six men, at 80s. per fathom; the lode is 2 ft. wide, worth for lead and copper ore 15l. per fathom. To stope the back over the 50 west, by two men, at 75s. per fathom; the lode is 2 ft. wide, worth for lead and copper ore 9l. per fathom. To stope the back over the 40 west, by two men, at 75s. per fathom; the lode is 2 ft. wide, worth for lead and copper ore 8l. per fathom. Drawing and dressing of ore is going on as fast as possible with our present supply of water, which has much fallen off. We shall sample a parcel of silver-lead ore this week. The machinery is in good working order.

SOUTH MARGARET.—J. Nicholls, June 28: The lode in the shallow adit produces some good stones of tin. The strata in the cross-cut north from the deep adit is congenial, and I am hoping we shall soon intersect the main lode.

SOUTH MERLLYN.—John Jones, July 3: The lode in the 120 north looks well for the future explorations when a communication is effected between the shaft and sump, which we are pushing forward, and hope before long to announce its completion. In the 80 south we are expecting to announce important news next report. Stope producing very fairly.

SOUTH PHŒNIX.—James Kelly, July 3: Pearson's Shaft: The ground in this shaft is everything that can be desired for the production of mineral; the faces or joints are making green oxide of copper ore. This shaft will be deep enough by next setting-day for the 30 fm. level, when we shall drive south to cut the lode, which we hope will only be a few feet. We are driving east at the 20, on the north part of Grace Dieu lode, and I am pleased to say that this end has improved since we cross-cut the lode, the lode being 22 ft. wide, which at present is composed of quartz, capel, and peach, the latter producing very good work for tin.—Hasleline's Shaft, Greenhill Lode: In driving west at the 10 we have met with white spar crossing the end, and no doubt when we get through this spar we shall see a great change for the better. We have fixed the standing lift, put in the main rod, and also the shaft-bob, and put up the pulley-stands to carry the iron rods at surface, and connected the same with engine, and put it work last Tuesday, and it works very well. We have to raise the collar of the shaft, and the men are now employed in putting in the timber and staying up the sinking-lift. We hope to resume sinking the shaft on Monday next. We are pushing on all the surface work as fast as possible. We have commenced stamping the stuff broken from Grace Dieu lode, and find it is turning out better work for tin than we expected. The carpenters are putting in the cleaning buddle and laying the floor, and we hope shortly to have a small parcel ready for the market.

SOUTH PLYNLIMMON.—John Walters, June 27: The driving of the 40 has been extended about 3 ft. during the past week. The lode contains more spar and ample than for some time past, and the water is still coming from the bottom part of the end. Judging from the character of the lode and its strata I expect an improvement of value will soon take place. Our water-wheel and pitwork continue to work well.

SOUTH ROMAN GRAVELS.—J. W. Powning, July 2: Shelvefield: There is no material change in the engine-shaft sinking below the 10; the men continue to make good progress, considering the quantity of water they have to contend with—present depth 4 fathoms 1 foot. We hope to be able to push on the sinking until the new lift comes, which we expect here in a few days, and when it arrives no time shall be lost in fixing it. I have to-day started two men in the 10, east of engine-shaft; the lode looks very promising in this end. We continue to make good progress in driving the deep adit cross-cut west towards Roman lode, but I see no change to note.

SOUTH TOLCARNE.—J. Vivian and Son, July 3: We continue cutting through the South Condurrow tin lode, being now into it to the extent of 15 ft. without any sign of the wall. The lode is of the same character as in South Condurrow, and we think that on opening through it east and west of the cross course it will be found to increase in the production of tin. There is nothing to notice of any importance at the other points of exploration. The masons are getting up the engine-house rapidly.

SOUTH WARD.—R. Goldsworthy, June 25: No change worthy of notice has taken place throughout this mine during the past week. All the points in operation are being pushed forward as fast as the nature of the work will allow.

—R. Goldsworthy, July 2: The lode in the 60 fm. level, south of Thomas's engine-shaft, is 3 ft. wide, producing quartz, prian, and blende—a very promising lode. No other change to notice. A full report shall be sent you for the general meeting of the 8th inst.

ST. AGNES CONSOLS.—Wm. Vivian, July 3: The engine-shaft, sinking with nine men, is 1 fm. 3 ft. below the 48. The cross-cut driving north by six men at the 48 is letting out a little water. From the present appearance of the ground we are getting near the lode. In the 36 driving east the lode is 3 ft. wide, worth 6l. per fathom. Driving west the lode is 3 ft. wide, worth 7l. per fathom. In the 26, driving east of the engine shaft, the lode is 2 ft. wide, worth 5l. per fathom. We have let the bottom of the 26 to six men, at 12s. 6d. tribute.

ST. DENNIS CONSOLS.—T. Parkyn, July 3: We are engaged cutting through the large lode south, as I have before reported to you. I cannot tell the size of this lode. It appears that just at this point there are several lodes falling in together, consequently we have a mass of tinstuff which will yield good paying quantities.

ST. JUST AMALGAMATED.—R. Pryor, T. Richards, July 2: Saveall's Lode: The lode in the engine-shaft sinking below the 110 is now worth 22l. per fm. The lode in the 110 west of this shaft is very much improved, and is now worth 12l. per fathom. No. 1 winze is communicated with this level, and better progress in driving will henceforth be made. All the other tutwork and tribute bargains throughout the mine continue without change worthy of notice since our setting report of last week.

ST. LAWRENCE AMALGAMATED.—Wm. Wasley, July 3: St. Lawrence: I have set to the nine men, one at 3s. per stem, and eight at 2s. 6d., and 30s. per ton for as much ore as they can raise for the month. The ore continues to go down good, and likely to come better as we get deeper. I have put a pare of men to sink a new shaft to come down a little ahead of the present workings, which will in about three months enable us to greatly increase our returns of ore.—Valentine: I have set the eight men to drive for this month at 75s. per yard. The lode in the end is small and unproductive at present, but I expect it will open out as we drive a little more on its course.

SUCCESS, RUSHY CLIFF, AND NANCY CONSOLS.—H. Francis, June 26: The Nancy adit level has been suspended, and the workmen from this point put to assist in sinking the shaft for a few days, after which they will be employed in sinking under Nancy adit on the ore found there in driving. We have a fine looking lode or vein in sinking Nancy shaft, which is 6 ft. wide, composed of carbonate of barytes, carbonate of lime, and bits of ore throughout, but the ground, contrary to expectation, has become heavy and loose, and requires timbering and securing, which work we are engaged upon with an extra force of men for a few days. The vein in Derby shaft is just of the same favourable character as described in my last. We have just met with water here; we shall, therefore, have to prepare water-barrels, &c., for its removal, when the sinking will be resumed. In Rushy Cliff adit level cross-cut the ground has become hard for driving through, but it is more mineralised than any seen at the point hitherto. Notwithstanding the hardness of the ground we are making fair progress here.

TAMAR CONSOLS.—G. Rowe, June 30: The lode in the winze is still 18 in. wide, dipping north 4 feet in the fathom. We have commenced working to open upon the lode west of the cross-course, in the proper direction of the ore at the adit level, and have increased the staff in the 30 fm. level cross-cut north, in order to intersect No. 2 lode as quickly as possible; the ground continues of a good description for the production of silver-lead.—Capt. Rowe also writes: We must turn our attention to the manganese department, as I am inclined to think some good can be done, as there is a very great demand for this class of mineral just now, and I think it may be brought to some practical use and benefit to all concerned.

TANKERVILLE.—A. Waters, June 30: The bottom, or 140, east and west of Watson's shaft, continues to open out satisfactorily, and there is every sign of a profitable and lasting mine here in depth. The stopes and other points in the 130 and upper levels are yielding lead in satisfactory quantities. The new permanent shaft from surface to the 140 will be completed for winding through and to receive the pitwork by (say) July 25. We shall then go on with the fixing of the pumps, together with the driving of cross-cuts to the side lodes. The next three months will, we think, show that Tankerville is only yet in its infancy. On Saturday last (28th) we sold 100 tons lead ore, at 16l. 12s. 6d. We think of sampling 50 tons on Saturday next.

TREGARDOCK.—J and T. Spargo, July 1: More of the lode has been taken down during the past week, which has yielded good work for the market and improved in character throughout. The lead will be found to be improving in silver as we near the junction of Nos. 2 and 3 lodes. The ground is more favourable for driving and more congenial for lead than it has been for some time past, therefore greater progress is being made.

TYLLWYD (Silver-Lead).—John Paull, July 3: The lode in the end of engine-shaft is 3 feet wide, with a good mixture of silver-lead ore; the shaftmen are making good progress. The lode in the adit level, on the north lode, is not quite so wide as when last reported on, being now 1 foot 6 in. wide, with spots of ore at times. The ground in the cross-cut driving towards the lode, 40 fathoms east, is much harder than it was, consequently the progress is much slower. The branch in the south side of level, on middle lode, is 3 feet wide, with a good mixture of ore throughout. We have set the cutting of the wheel-pit to four men, and they are proceeding with the work as fast as possible. All the surface operations are going on regularly.

VRON.—J. Pritchard, July 2: Engine-Shaft: We have been making every preparation in the shaft to cut down the ground between the 60 and 80 yard levels, and have now begun the cutting down. We shall try our utmost in doing the scorching work as soon as possible, and in making a place to put the lift down in the shaft, &c. The 80 yard level west has been continued with vigour; the lead ore is improving, and we are expecting to cut a very valuable and rich run of lead ore before long; the character of the ground and lode is everything that can be expected. We are raising lead ore between the 80 and 160 yard levels east, and by the appearance of the ground we anticipate soon cutting into some good runs of lead ore in the east part of the mine, as well as at the west. On surface the engine and everything connected with it is going on satisfactorily.

WEST ESGAIR LLE.—H. Harvey, July 3: Eastern Mine: At Hamilton's shaft we have broken into the lode, and the appearance is everything that can be desired. I refrain from putting any value on it until entirely cut through, but have sent a box of specimens to the office that you may judge of its quality and appearance. The water is issuing from the lode in such quantity that the cutting into it is both tedious and expensive. I propose to open east and west, or to sink 1 or 2 fathoms deeper, by which we shall be enabled to accomplish our object with greater ease and at less expense. One of your directors being here I shall show him my plans, and take his directions, subject to the approval of the board. I intend to put the men in the 10 east to commence sinking a winze at once from the present end to communicate with the 22. The winze in the 10, west of shaft, is in regular course of sinking by six men. All the machinery is in good condition, and working well.—Western Mine: The whole of our underground bargains are now in full operation, and looking remarkably well. The new wheel continues to work well, and the erection of the other machinery is being pushed on with the utmost dispatch.

WEST GODOLPHIN.—J. Pope, jun., June 30: Statement of our setting held on Friday last: Pressure shaft is being sunk below the 40, on the the caunter lode, by nine men; lode 2 ft. wide, worth 35l. per fathom for the length of shaft. The 40 to drive north-west of Pressure shaft, on the caunter lode, by two men, at 4l. per fathom; lode 15 in. wide, saving work for tin. A stope in the back of this level, to four men, at 2l. 5s. per fathom; lode 3 ft. wide, worth 10l. per fathom. The 40 to drive south-east of Pressure shaft, on the caunter lode, by two men, at 4l. 4s. per fathom; lode 18 in. wide, saving work for tin. A stope in the back of this level, to four men, at 2l. 5s. per fathom; the lode is 2½ ft. wide, worth 8l. per fathom. The 40 to drive east of the caunter, on Pink lode, by six men, at 9l. 9s. per fathom; lode 15 in. wide, worth 20l. per fathom. A stope in the back of this level, to six men, at 5l. per fathom; lode 18 in. wide, worth 30l. per fathom. A stope in the bottom of this level, west of the caunter, by six men, at 8l. 8s. per fathom; stope to be carried 3 fathoms long, worth for the whole length 120l. per fathom. A stope in back of the 30, north-west of Pressure shaft, on the caunter lode, by three men, at 2l. 5s. per fathom; lode 2½ feet wide, worth 8l. 10s. per fathom. The deep adit level to drive south-east of Vivian's shaft, on the caunter lode, by two men, at 3l. per fathom; lode 2 ft. wide, worth 3l. per fathom. One tribute pitch, to two men, at 10s. in 1l. Three tribute pitches, to ten men, at 13s. 4d. in 1l. One tribute pitch, to two men, at 14s. in 1l. One tribute pitch, to three men, at 14s. 6d. in 1l. Three tribute pitches, to five men, at 16s. in 1l., at a standard of 60l. per ton for the tin.

WEST GREAT CONSOLS.—Richard Pryor, H. Vial, July 2: Broadgate: The engine-shaft is cut down and timbered 20 fms. below surface, and the men continue to make good progress. The covering in of the engine-house is completed, and the masons are at present engaged in taking down the scaffolding, and every preparation is being made in order to heave in the engine as soon as possible. The 12-ton boiler, piston, and piston-rod have all been put in good order, and are now almost equal to new. All other surface and underground work is being pushed on as fast as possible, and no time will be lost in the putting down of the pitwork and heaving in the 50-in. engine.

WEST GWENNAP CONSOLS.—J. Nancarrow, July 3: We have cut into a cross-course in the 12 east, which has shifted the lode a little, and we have not reached it on the other side. In the west end we have not broken any lode for a week. The men in the engine-shaft are working well and making very good progress. All other work goes on as usual.

WEST JEWELL.—Joseph Michell, July 3: In the 57, driving west of Greene's engine-shaft, the lode is 2 ft. wide, composed of quartz, opal, and a little tin; we are daily expecting an important discovery for tin at this point. The stopes are of the same value as for some time past. We sampled this week 100 tons of tinstone, and calculate from our assay that it will fetch between 300l. and 400l.—Freeman's: In the adit end driving west we have a very kindly lode, producing saving work for the stamps.

WEST MILWR.—W. Francis, July 3: The two shafts are going forward well—the repairs at the West Meadow shaft, and the opening of No. 2 shaft, on the adit. When these are completed there will be some points of interest on which to report, but at the present time nothing can be done, so as to explain the intended desirable trials, as in the way of progress, and these have already been particularly alluded to.

WEST PANT-Y-GO.—S. Harper, July 2: Last Saturday being our regular survey day I beg to send you the result. The 75 cross-cut has been driven north in the past month 2 fms. 1 ft., re-set at 16l. per fathom for 2 fms., or cut the lode. The ground in the end continues to present the same favourable appearance as for some time past. Nothing new in any other part of the mine.

WEST STIPERSTONES.—R. Smitham, July 3: We have succeeded once more in forking the mine to bottom, and with the heavy rain now coming down I hope we shall be able to go on with the 40 cross-cut. We have not made any discovery of importance on the new lode.

WEST TANKERVILLE.—Arthur Waters, June 30: Boundary shaft sinking below the 40 is down about 4 fms.; there is only a shell of ground now between the shaft and the rich stopes in the back of the 50. Some time in the early part of July we shall cut into the said lode, and commence getting regular returns therefrom. We have 20 to 30 tons of lead already broken there. The shaft sinking below the 55 is within 2 fms. of being through to the 40. In the present bottom of the shaft below the said 35 the lode is worth 30l. per fathom. The shaft sinking below the 20 is going down in a strong orey lode; this point will be communicated to the 35 by the end of next working month. In the winze below the 20, south of shaft, the lode is worth 25l. per fathom. We shall sample on the second Thursday in July 20 tons of lead and 20 tons of blende.

WEST WHEAL GORLAND.—J. Mayne, July 3: The operations on the north and south lodes are without any alteration to remark on since my report of last week. At Messrs' we are busily engaged clearing the large excavations under the stull, which we now find to be 18 ft. wide, and shall commence forthwith to put in two large pieces of timber more, which will make 4 fathoms in length; as soon as this is done we shall be in a position to clear up. This we do not think will be much to do, as the old workers had not any means to draw the water, and I may add that our opinion is more strengthened than heretofore, judging from the length and extent of the back taken away, that as soon as the bottoms are reached a rich lode will be the result.

WEST WHEAL LUCY.—W. Harris, July 2: The lode in Watson's shaft yields very rich work for tin; the more I see of this lode the better opinion I have of it, and I believe that when it is properly developed it will abundantly remunerate the adventurers for their outlay.

WEST WHEAL TOLGUS.—July 3: Taylor's Shaft: In the cross-cut south at the 125 the ground is good, and we expect to cut the lode in a few days. In the 105 west the lode is 4 ft. wide, yielding from 3 to 3½ tons of ore per fathom. In the 95 west the lode is 4 ft. wide, poor, and very wet. In the 85 west the lode is 5 ft. wide, yielding 4 tons of ore per fathom. In the stope in back of the 115 west the lode is yielding 4 tons of ore per fathom, and is worth 20l. per fathom. In a stope in back of the same level the lode yields 7 tons of ore per fathom, worth 35l. per fathom. In a stope in back of the same level the lode yields 5 tons of ore per fathom, worth 22l. 10s. per fathom. In a stope in back of the 115 east the lode yields 4 tons of ore per fathom, worth 18l. per fathom. Stoping out the lode in the 115 east the lode is 4½ ft. wide, yielding 4 tons of ore per fathom.—Richards' Shaft: In Richards' engine-shaft cutting down below the 55 the lode is split up and mixed with the elvan, and poor. In the 55 east the lode is 4 ft. wide, yielding 2½ tons of ore per fathom. In the 55 west the lode is 2 ft. wide, with a little ore, but not enough to value. Driving west of rise in back of the 55 the lode is 2½ ft. wide, yielding 3 tons of ore per fathom. In a stope in back of the 40 west the lode yields 3 tons of ore per fathom, worth 15l. per fathom.

WHEAL BASSET AND GRYLLS.—W. Oats, P. Prisk, July 3: Setting Report: Wheal Cock engine-shaft is still being sunk according to contract—10 fathoms, at 27l. per fathom; no change of importance to notice in the value of the lode. The 35 fm. level east is suspended for a few days, and the men put to rise in the back against the winze being sunk below the 25 fm. level; this will be communicated in a few days, no change to notice in the size or value of the lode; set to four men, at 8l. 10s. per fathom. The 35 fm. level to drive west by two men, at 6l. per fathom; lode 2 feet wide, worth 9l. per fm. The winze sinking below the 25 fm. level to six men, at 11l. per fathom; lode 2 feet wide, worth 8l. per fathom. The 15 fm. level to drive west of eastern shaft, by four men, on the south lode, at 9l. per fathom. The said lode to take down east by side of level by four men, at 7l. 10s. per fathom; lode averaging 3 to 4 feet wide, and worth from 12l. to 15l. per fathom. The rise in back of the 15 east, against new or eastern shaft, by six men, at 13l. per fathom; as intimated in the last report, the lode will not be taken down until a communication is effected. The new or eastern shaft to sink by six men, at 12l. per fathom; here we also purpose leaving the lode standing until the communication is effected, consequently the value of the lode may be taken as last reported. A piece of lode to take down north of shaft, on the north lode, by two men, for 3l.; here we have found the lode to change its underlie, and a branch having gone down perpendicular we purpose proving the same. The adit to clear towards Wheal Cock by four men, and 30 men on tribute, at tributes varying from 10s. to 15s. in 1l. The mine, on the whole, continues to open out satisfactorily, and our returns of tin will be quite equal to our last.

WHEAL ARGUS.—T. Trahair, July 3: Hitchin's engine-shaft is forked 2 fms. 4 ft. under the adit level. The men in the Beacon adit have cleared 5 fms. this week. The adit end, driving east from Collier's shaft on the Elisha lode, is opening tribute ground. I have assayed the tributers' tinstuff; the men will average 3l. 15s. per man. There is no change to notice in the tribute pitches this week. The carpenters have finished erecting shaft-tackle and pulleys on the engine-shaft.

WHEAL COATES.—W. H. Martin, July 2: The ground in the engine-shaft is very much eased, and the men are sinking with good speed; from present appearance we are near the lode. The lode in the 10, east end, is producing good tinstuff for the stamps. The branch in the rise in the back of the 10 continues to yield rich work for tin. The ladder-road winze sinking below the 10 is improving for tin; worth 12l. per fathom. There is no change to notice in the value of the lode in the stopes in the bottom of the 10; we have fixed the 5-in. lift, and the men are making better progress. Now we have fixed a new lift in the engine-shaft, winze, and bottom, we are in a good position for developing the property. So far as we have opened on the course of the lode the yield of tin is very good.

WHEAL CREBOR.—J. Goldsworthy, July 2: In the 120, east of Cock's shaft, the men are taking down the lode, which is 7 ft. wide, composed of capel, quartz, mundic, and copper ore, producing of the latter 12 tons per fathom. A slight falling off has taken place in the nature of the lode; but, judging from its appearance, it will again become of its former value. In the 108 east the lode is disordered, being in three parts, which is precisely the same as it was in the 120 before the ore came in. In the trial rise in the back the lode is from 2½ to 3 ft. wide, producing from 3½ to 4 tons of copper ore, with a kindly appearance. In the 96 fm. level cross-cut south the stratum is becoming easier for progress, and highly charged with mundic and copper ore. In the 72 east the driving is continued by the side of the lode. The work is letting out water freely. We shall in the course of a few days blast into the lode to prove it. In the 48 east the lode has spliced out, but judging from the upper part, the lode will soon open again. In the rise in back of the 48, on the 38 fm. level, the stope west of the rise will produce 3 tons of good quality copper ore per fathom. We are stoping down a piece of the bottom, and shall then cover it over, so that the men shall have a safe place to go into when blasting. No change in the tribute. We purpose to sample on Monday copper ore, which we compute to be 130 tons, more or less.

WHEAL FRIENDSHIP.—June 30: Bennett's Lode, West of Whitburn's Cross-cut: At the 150 driving east the lode is 2 ft. wide, yielding 1¼ ton of copper ore per fathom. In the back where we are stoping the lode is 3½ ft. wide, yielding 1½ ton of copper ore per fathom. The water being in fork at the 170 we have commenced tramming this morning the mundic stuff which has been so long under water, but the engines are still working very slowly for want of surface water.

WHEAL GRENVILLE.—E. Hosking, W. Bennetts, June 28: The shaftmen are engaged in bringing the skip-rod to the 150 fm. level, which will be completed by Saturday next. The lode in the 140 fm. level, east of cross-cut, is worth 40l. per fathom. The lode in the 120 fm. level, east of new shaft, is worth 6l. per fathom. The lode in the 120 fm. level, west of north shaft, is 2 ft. wide, and worth 6l. per fathom. The lode in the 120 fm. level, east of north shaft, is 2 ft. wide, and worth 10l. per fathom. The lode in the 110 east is 18 in. wide, and worth 10l. per fathom. The stope below the 110 east is worth 20l. per fathom. The stopes above the 110 east are each worth 10l. per fathom. The lode in the 100 east is 18 in. wide, and worth 6l. per fathom. The lode in the 90 east is 18 in. wide, and producing a little tin. The stope below the 90 east is worth 15l. per fathom. The lode in the 80 fm. level east is 18 in. wide, and worth 7l. per fathom. The lode in the 66 fm. level east is 2 ft. wide, and worth 7l. per fathom.

WHEAL KITTY (St. Agnes).—S. Davey, J. Williams, June 28: New Shaft, Pryor's Lode: In this shaft, sinking below the 130 fm. level, the men are still desuing the lode. In the 130, driving east of shaft, the lode is 2 ft. wide, worth for tin 14l. per fathom. In the 130, driving west of shaft, the lode is worth for tin 11l. per fathom. In the 118, driving east of shaft, the lode is worth for tin 8l. per fathom. We have communicated the winze sinking below the 106 with this level, which has given good ventilation to both levels. In the 118, driving west of shaft, the men have not taken up the lode, but hope to do so in the course of another week, when we will give you its size and value. The lode in the winze sinking below the 118, east of shaft, is worth for tin 12l. per fathom. In the 106, driving west of shaft, the lode is 2½ ft. wide, and worth for tin 13l. per fathom. The lode in the 20, driving east of shaft, is worth for tin 10l. per fathom. In the 90, driving east of engine-shaft, the lode is becoming more settled as it nears the point of the horse; worth for tin 9l. per fathom. We have nothing new to report in the north adit level, driving west of the eastern boundary.

WHEAL LUCY.—W. Harris, July 2: We have not intersected the Carbona lode in the 20 yet, but the water is gushing out pretty freely from the end, and I calculate we have from 4 to 6 ft. further to drive. The men are making fair progress in driving towards Hitchin's lode, in the 20. We have also a good deal of water flowing from this end.

WHEAL MARY.—Thos. Parkyn, July 3: We are still engaged in sinking on the Great North lode for the purpose of ventilating the level or tramway below, the air being so bad in this tramway level that we can make but slow progress. We have cut through two lodes in this level; the last one I thought was the Great North lode when we first cut into it, but the lode being only 3 ft. wide, I then tried the distance, &c., with the dial, and find we have 9 ft. more to drive to intersect the main lode. These that we have cut through are side lodes to the Great lode, and the quantity of tin is just the same as in the North lode, and is just the same in quality. We oompleted sending down the lift in the engine-shaft yesterday; the shaft-bob is also in its place. We have also laid down the pumping-rods from the shaft to the engine, and we are only now waiting for the foundry people to send the small shaft and pumping-crank, which is promised this week. We shall only require four days to fix shaft-crank, &c., and connect rods from the engine to the engine-shaft, when we shall be in full operation. All the surface work is in a forward state. I have no alteration to report in any other part of the mine.

WHEAL MARY ANN.—Joseph Harris, James Stevens, James Skeat, July 2: The lode in the 250, north of Clymo's shaft, is at present small and poor. In the same level south the lode is 2 ft. wide, producing stones of ore and looking promising for an improvement. In the 240 north the lode is 2½ ft. wide, worth 9l. per fathom. In the 200, south of Trelawney shaft, the ground being very hard for progress, we have thought it best to put the men who have been engaged in driving this level to stope the bottom of the 170 south. In the 190, north of Smith's shaft, the lode is 1½ ft. wide, yielding saving work. We sampled on June 26 our two parcels of lead ore: No. 1 computed 40 tons, and No. 2 computed 44 tons.

WHEAL ROBARTES.—John Goldsworthy, June 28: The lode in the trial shaft, north of Wilson's shaft, is 2 ft. wide, of a favourable description, and producing saving work for tin. I am more convinced than ever that if the shaft was sunk even a few fathoms below its present depth good results would be realised. The erection of an engine will be required before Wilson's shaft can be deepened.

WHEAL RUBY.—J. Richards, July 2: The ground in the adit level driving west is a little harder at present, and very changeable and somewhat disordered, on account, I presume, of its near approach to the cross lode, which I hope to intersect in the course of a few days. We are now engaged in fixing the air-pipes for the better ventilation of this level, the air being very little at this point the last few days.

WHEAL RUSSELL.—John Bray, June 26: The lode in the 25 east is worth 15l. per fathom. The winze below this level is worth 10l. per fathom. The lode in the rise in the back of the 40 is worth 10l. per fathom, and is likely to improve. No alteration in the tribute pitches.

WHEAL TREGOSS.—Thos. Parkyn, July 3: I am very pleased to be able to report to you the good progress made in sinking the engine-shaft under the 22. We are down already 6 fms. below the 22, and I hope in two months from this time we shall be down to the 32. I shall push on the sinking with all possible dispatch.—South Cross-Cut: The men are making fair progress in driving the cross-cut to the south tin lodes and the large iron lode which was cut in the railway cutting in the south part of the sett. We have stamped 10 tons of the north lode, and have cleared up the tin, which yielded 3 cwts. far better work for tin than one would think in looking at the stone at the surface or the lode underground. Your prospects here, I am pleased to say, are very good.

WHEAL UNY.—Wm. Rich, M. Rogers, S. Coade, jun., July 1: Hind's engine-shaft is in full course of sinking, by nine men, and is now made good 10 fms. below the 80 fm. level. We are urging on the cross-cut south, at the 130, with the view to get under Hind's shaft and set the men to rise against the same, but the end continues very hard, which makes the progress slow. We are keeping the water easily with one engine, working about half-speed. The lode in the 150, east of engine shaft, is worth 8l. per fathom. The back of 140, west of sump, is worth 12l. per fathom. The 140, east of Goodinge's, is worth 12l. per fathom. A stope in the back of this level is worth 15l. per fathom. The 130 end, east of King's shaft, is worth 12l. per fathom. We shall shortly resume driving this end. The men are at present cutting trip-plats east and west of King's new skip shaft, at the 120. Two stopes in the back of the 130, east and west of Goodinge's shaft, are worth 10l. and 15l. per fathom respectively. The 120 end, east of King's shaft, is worth 15l. per fathom. We have a good piece of tin ground standing in the back of this level, which can be set to stope as soon as the trip plats at King's referred to are made complete. The 110 end east is worth 5l. per fathom. Two stopes in the back of this level are worth 20l. and 25l. per fathom respectively. The 100 end, east of King's is worth 8l. per fathom, and ground easy for driving. A stope in the back of this level is worth 12l. per fathom. The 90, east of King's, is worth 10l. per fathom. A stope in the back of this level is worth 18l. per fathom. The 80 east yields good stones of tin, and looks very promising to improve. A stope in the back of this level is worth 15l. per fathom. The 60 end east is worth 10l. per fathom. Two stopes in this level are worth 25l. per fathom. The 50 end, east of King's, is worth 25l. per fathom, and ground easy for driving. This end is advanced the farthest east in the mine, and looks as if it is entering a new and good run of tin ground. Two stopes in the back of this level are worth 12l. and 15l. per fathom respectively. The 30 east yields stones of tin. We should have sold more tin this quarter, and paid expenses, had it not been for an unfortunate accident to the stamping machinery, whereby the stamps were idle nearly a fortnight. We have, however, had new castings, and think we have made it strong and secure, and which, we trust, will prevent a recurrence of these accidents. The stamps are very old and rickety, but we are remodelling them, with a view to get better duty done. The underground prospects are good. We have abundance of tinstone, both underground and at surface, of rather better quality than usual, although harder, and not so easily stamped. We are pushing on the improvements at surface, and hope shortly to be able to stamp more tin in less time, when we shall again give profits.

WILLOUGHBY.—H. Nottingham, July 1: We are making fair progress in driving out east from the bottom of Pyne's shaft, considering the hardness and wetness of the ground. There is a very strong feed of water coming out of the east cross-cut, which makes me think we are not far from Goddard's lode. We have commenced dividing the shaft, putting in ladderway, &c., from the 13 downwards, which I expect will be completed this week. The winze sinking below the 13 fm. level, on Goddard's lode, is looking well, worth fully as much for lead and blende as last reported. We are now down 3 fms. below the level, and the section of ground we are opening up is the best I have seen on this lode. One of the stopes in back

of the 13, on Goddard's lode, is rather poor, and the ground spare for working. I have removed the men to the 13, north of Pyne's, on new lode; we have a branch of lead and blende going up in the back which will pay for working as at present. The other stopes are without change. The same may be said of the winze sinking below the 13, on new lode; but from the character of the ground I am daily expecting an improvement. I expect to have 16 tons of lead and 20 tons of blende in pile this week. The machinery is all working well. The continued dry weather is sinking the reservoir considerably, but I have no fear of exhausting the supply yet.

WOOD CLOSE AND POLGOOTH.—J. Mufford, July 3: The following is my report for the month ending Saturday last. We have driven on Longbottom's lode, west of C shaft, 5 fms. 1 ft.; the lode is from 2½ to 3 ft. wide, producing tin; we have about 3 fms. 5 ft. further to drive to communicate this level with the adit driven by the former workers East of shaft we have cleared and secured 7 fms. 2 ft., and discovered an arch of lode very rich for tin; I sent you a sample box from this arch on Monday last, June 30. This arch was mentioned in my last report, and was left to support the ground by a cross cut driven north. During the present week we have cleared this cross-cut 5 fms., and find workings of some kind in front of us. I think there must be another lode near, as we find some good stones of tin amongst the debris. I have put the men belonging to the western end to assist in clearing this level as fast as possible, and will send you particulars as soon as we can get in to see it.

BURROW AND BUTSON.—At the general meeting of shareholders, the proceedings of which are reported in another column, it was shown that the first issue of the company's capital of 30,000*l.* has provided for the purchase of the mines, the purchase and erection of a 60-in. cylinder pumping, and a 24-in. cylinder winding and crusher engine, with the necessary buildings all complete, and the driving and clearing out of about 570 fathoms of levels, and 164 fathoms of shafts and winzes, and for timbering the same, besides making 124 fms. of ladder-road, and that all has been paid for, excepting only the more recent and current costs, which are by several hundred pounds more than covered by arrears due on calls from perfectly solvent shareholders. As the remaining 10,000*l.* worth of shares can all be applied to the cost of production and dressing of ores for sale, and for extending levels into lead, copper, and blende ground, the company is decidedly in an eminently flourishing condition, which fully accounts for the general satisfaction with which the shareholders have declared themselves for and sanctioned the second issue of 10,000*l.*, in easy bi-monthly instalments of 2s. 6d. per share.

WEST JEWELL (Tin).—The advices received from the manager state that 100 tons of tinstuff was ready for sale yesterday. The sales at this mine have been increasing of late, and this is the largest for some time, and will make nearly 1000*l.* worth of ore sold since the ordinary general meeting. The preference shares (lately created), which bear 10 per cent. interest on the ordinary shares, will command a good premium, as there is every prospect of the ore coming in the 57. The operations at Freeman's shaft are also highly promising.

WHEAL MARY (St. Dennis).—Operations are progressing in a very satisfactory manner here. The new engine has been started, and is working well. A good discovery has been made in the sinking on the great north lode to tram level. It is confidently stated that this lode alone will make the mine. A practical and excellent authority, who has visited the property, writes that "in all his experience of tin mining he has rarely seen a property so likely to prove highly profitable to the shareholders in so short a space of time." The great discoveries in Wheal Mary have turned general attention to the St. Dennis district, which is in a great state of activity now.

The firm of Christopher Newton, Brother, and Company, general merchants of London and Sydney, have taken as partners Mr. John Newton and Mr. Charles Stancliffe Newton, the former a son and the latter a nephew of the head of the house. The name and style of the firm will remain unaltered—Christopher Newton, Brother, and Company.

Mr. James Anderson, of the firm of Messrs. Anderson, Anderson, and Co., Billiter-square, and Mr. Walter Armstrong, of Aldermanbury, have joined the board of the New Quebrada Company (Limited).

*** With this week's Journal an enlarged SUPPLEMENTAL SHEET is given, which contains: Prize Essay on Practical Mining—New Coal Fields in Leicestershire—Montgomeryshire as a Mining District—Maldon Gold Mining Company—Gold Mining at Tambaroora—Foreign Mining and Metallurgy—Foreign Mines Reports—Mineral Hill Silver Mines Company—South South Midland Institute of Mining Engineers—Meetings of the St. John del Rey, West Chiverton, Eldorado Gold, Burrow and Butson, Nerbudda Coal and Iron, Wheal Agar, Colonial Bank, and West Basset Companies.—Original Correspondence: Nova Scotia Gold Fields; Mines and Mining on Lake Superior; Island of Aruba Gold Fields; Assaying and Practical Experience, No. II. (W. White); Mining in Cardiganshire: Cornish Bye-Ways, No. I.; Mining in Montgomeryshire, No. II.; Silver Lode at Callington; Pengelly Mine, Florence and Tonkin, and the new Silver Discovery; Tin Mining, and Tin Dressing; Remarks on Tin Dressing and Stamps Grates, No. II.; Providence Mines Meeting (A. Anthony); Drake Walls Mine, and its Management (T. Gregory); Review of Mining for the First Half of 1873, No. I. (R. Tredinnick); North Cornwall; Progressive Mines in Cardiganshire; Mining in Staffordshire; South Tolcarne Mine, Camborne, &c.

The Mining Market: Prices of Metals, Ores, &c.

METAL MARKET—LONDON, JULY 4, 1873.

COPPER.	£	s.	d.	£	s.	d.
Best selected...p. ton	90	0	0–	92	0	0
Tough cake and tile.	87	0	0–	89	0	0
Sheathing & sheets...	95	0	0–	100	0	0
Bolts	98	0	0–	100	0	0
Bottoms	98	0	0–	100	0	0
Old	80	0	0–	—		
Burra Burra	89	0	0–	—		
Wire .....per lb.	0	1	1¼–	—		
Tubes	0	1	0½–0	1	1	

BRASS.	per lb.
Sheets	10d.–10½d.
Wire	10½d.– —
Tubes	11¼d.–11½d.
Yellow metal sheathing	8¾d.–9d.
Sheets	8½d.–9d.

SPELTER.		per ton.			
Foreign on the spot..	26	0	0–27	0	0
,, to arrive ...	—	-	—		

ZINC.					
In sheets	32	0	0–33	0	0

QUICKSILVER (p. bot.)	14	10	0–	—

TIN.					
English blocks ...	£134	0	0–	—	
Do., bars (in brls.)	135	0	0–	—	
Do., refined	134	0	0–135	0	0
Banca	133	0	0–135	0	0
Straits	130	0	0–132	0	0

TIN-PLATES.*		per box.			
IC Charcoal, 1st qua.†	£2	2	0– 2	3	0
IX Do., 1st quality ...	2	8	0– 2	9	0
IC Do., 2d quality ...	1	18	6– 2	0	0
IX Do., 2d quality ...	2	3	6– 2	6	0
IC Coke	1	14	0– 1	16	0
IX Ditto	2	0	0– 2	2	0
Canada plates, p. ton..	24	10	0–26	0	0
Ditto, at works	24	0	0–25	0	0

* At the works, 1s. to 1s. 6d. per box less. † Add 6s. for each X.
Terne-plates 2s. per box below tin-plates of similar brand.

IRON. per ton.	£	s.	d.	£	s.	d.
Bars Welsh, in London	12	10	0–	—		
Do., to arrive	12	5	0–	—		
Nail rods	12	15	0–	—		
,, Staffd. in London..	13	10	0–	—		
Bars ,, ditto ...	13	5	0–16	10	0	
Hoops ,, ditto ...	14	15	0–17	0	0	
Bars ,, at works ...	13	0	0–15	0	0	
Hoops ,, ditto ...	14	0	0–16	0	0	
Sheets, single, & plates	16	10	0–18	0	0	
Pig No. 1, in Wales ...	5	10	0– 7	0	0	
Refined metal, ditto ...	7	0	0– 8	0	0	
Bars, common, ditto...	12	10	0–12	15	0	
Do., mrch. Tyne or Tees	12	15	0–13	0	0	
Do., railway, in Wales..	10	15	0–11	10	0	
Do., Swed. in London.	18	15	0–	—		
To arrive	20	0	0–21	0	0	
Pig, No. 1, in Clyde ...	5	12	6– 6	5	0	
Do., f.o.b. Tyne or Tees	4	10	0– 5	10	0	
Do., Nos. 3, 4, f.o.b., do.	—	-	—			
Railway chairs	5	5	0– 6	0	0	
,, spikes	12	10	0–14	0	0	
Indian Charcoal Pigs, in London, p. ton ...	10	0	0–12	0	0	

STEEL.	per ton.				
Swed., in kegs (rolled)	—	-	—		
Ditto (hammered)	21	0	0–22	0	0
Ditto, in faggots	—	-	—		
English, spring	25	0	0–	—	

LEAD.	per ton.				
English Pig, com.	23	0	0–23	10	0
Ditto, L.B.	23	5	0–23	10	0
Ditto, W.B.	24	10	0–	—	
Ditto, sheet	24	10	0–	—	
Ditto, red lead	25	0	0–25	10	0
Ditto, white	30	0	0–32	0	0
Ditto, patent shot	26	10	0–	—	
Spanish	22	10	0–	—	

REMARKS.—No improvement to report in any description of metal. The markets have been exceedingly sluggish, and prices have assumed a downward tendency. It was hoped that a reduction in the Bank rate would have been made this week, and some relief thereby given to the existing depression, but, unfortunately, action in this direction has been postponed. Such an announcement might possibly have produced a little speculative enquiry for a day or two, but business generally has now drifted into such a dull and dreary condition that it would require a more powerful stimulus than a trifling reduction in the Bank rate to effect any very decided increase in trade. The slackness in business at the present time does not proceed from any difficulty of finance, but from a paucity of foreign orders, there being no equivalent response abroad to the advances here, and from all appearances it does not seem probable that any particular revival or permanent improvements will take place in shipments until prices return to something approaching the average of former years. It is only by submitting to considerable concessions that buyers are likely to be induced to come forward and buy freely, as the majority of shippers and dealers have determined not to be in possession of heavy stocks on declining markets; and sellers would do well to consider the advisability of at once accepting lower rates, in order to prevent business going elsewhere and thus reduce their holdings, which otherwise may ultimately have to be realised at a greater sacrifice. But the views already expressed touch only upon the minor evil of existing depression. A far more serious fact must not be lost sight of, which affects not only holders of stocks, shippers, or manufacturers, but the country at large. In these days of continual interchange by letter or telegraph with all parts of the world monopolies are at an end, and the only way in which the foremost position in any branch of industry can be maintained is by maintaining a hard-earned supremacy in manufacture, together with economy in price.

The effect of the high prices which have ruled in our markets for so long a period has been threefold. First, it has not tended to improve our manufactures. The difficulty of obtaining a sufficient supply of raw material has had the tendency of almost compelling some manufacturers to accept whatever they could obtain, to enable them to complete outstanding contracts, so that critical examination as to quality has been in some measure dispensed with. Secondly, it has put a stop to the ordinary flow of business, in so much as buyers cannot pay the prices demanded. And thirdly, those who have hitherto been buyers in our English markets (and this is the most serious feature in the case) finding that there is no hope of supplying themselves as heretofore, and naturally enough looking around to discover whether in some other quarter of the world besides England prices are not more reasonable, and manufactures, perhaps, quite as good as those now obtainable in our markets. The policy which results in the maintenance of existing high prices, whether the onus rests upon masters or men, or both, is simply suicidal, and if persisted in must result in consequences already foreshadowed. It will be but little use locking the stable door after the steed is stolen, and reducing prices within reasonable limits after buyers have learnt the way to obtain their requirements in foreign markets at lower limits. If at once the parties chiefly interested were to meet the necessities of the case—the labourer by contentment with a moderate wage, and the master with a moderate margin of profit—the trade of the country would still be retained; but, if otherwise, buyers must inevitably look in other directions.

COPPER.—There is nothing in the position which this market has occupied during the last week which affords the slightest encouragement. There has been an utter lack of vitality; dulness, amounting to stagnation, best describes the unvarying condition of the copper market each day. The following is a *resume* of the business reported for the week:—On Monday 175 tons Chili bars, g.o.b., at 80*l.* to 85*l.* 10s. cash; and 150 tons Wallaroo, also for cash, at 89*l.* Tuesday 50 tons Walker 81*l.* to 81*l.* 5s., and 100 tons g.o.b. 89*l.*; Wallaroo 89*l.* cash, and 25 tons Lota 79*l.* 10s. Wednesday 50 tons g.o.b. at 79*l.* 10s.; and 25 tons Wallaroo at 89*l.* 10s. No sales of bars were reported on Thursday: 200 tons of regulus changed hands at Swansea at 15s. 6d.; the standard at the Cornish Ticketings declined 3*l.* To-day 20 tons Urmeneta, Liverpool, reported to have been sold at 80*l.*, and 50 tons Wallaroo 89*l.* In yellow metal the demand is extremely limited, and sellers can only obtain orders by making a considerable reduction in their quotations. Sellers do not attempt to adhere to their fixed rates for sheathing; but, without reducing their prices, are prepared to allow heavy discount for shipping orders, but this proposition has failed to offer sufficient inducement to buyers to give out their orders. The price asked by sellers for 4 by 4 Indian sheets is 8¼d. per lb., but there are no orders to be obtained at this price. Beyond a few trifling indents, which are wholly unimportant, any large quantity for Bombay or Calcutta would not be contracted for at a price above 8d. per lb.

IRON.—The demand for rails continues but very moderate, and orders for American sections could be placed at about 10*l.* 15s. at the works. There is, also, a greater disposition observable to accept orders for merchant bars at a trifling deduction upon previous quotations, but the business actually doing is very small. There are orders in the market, but they will not be given out until quotations are considerably lower than at present. In Staffordshire descriptions some of the best houses have published reductions in prices, but such reductions as are wholly inadequate to meet the necessities of the case. A large majority of the ironmasters are now very indifferently supplied with work, and notwithstanding their disposition to accept orders at rates very much below those of the leading houses, they experience great difficulty in obtaining sufficient work to keep their mills going. The fulfilment of the autumn requirements for foreign ports will, it is hoped, impart some vitality to the iron trade. If this be not so the dulness which must ensue after those ports are closed by the approaching winter will be hastened. In Swedish bars there is no change to report. The demand for the moment has almost ceased on account of the high prices prevailing. In Scotch pigs there has been a slightly fluctuating market, prices declining from 110s. 6d. to 108s.

SHIPMENTS FROM GLASGOW.

For the week ending June 29, 1872	Tons	16,580
,, June 28, 1873		12,109
Decrease		4,492
Total decrease since Dec. 25, 1872		149,283

In malleable iron there is a reduction of 20s. per ton. Gartsherrie, No. 1, 122s. 6d.

LEAD.—The market is easier, but no great change has taken place in price; Spanish pig, however, is lower. The shipments for this year compare unfavourably with previous years; the exports up to the present time have only been 12,415 tons, against 19,646 tons in 1872, and 19,430 tons in 1871.

SPELTER.—There are but very few enquiries, and sellers remain at former rates. The stock of foreign in London on the 30th ult. was only 558 tons.

QUICKSILVER.—Sellers are very firm, and nothing can be brought under 14*l.* 10s. The imports for this year amount to 1,866,271 lbs., against 1,670,857 lbs. in 1872, and 2,167,490 lbs. in 1871, while the exports for the current year are 147,565 lbs., against 235,488 lbs. in 1872, and 287,810 lbs. in 1871.

TIN-PLATES.—Are slightly improving, both as regards quotations and the business doing.

TIN.—This market has sympathised with almost all other metals in the course which it has followed during the week. Depression resulting from the lack of demand and falling quotations, which do not bring actual business to any important extent, indicate the existing state of things. In the early part of the week there were sellers of Straits at 136*l.*, and Banca in Holland was quoted 89c. The next day's quotation was a trifle lower, being 135*l.* for Straits. Australian ore to the extent of 347 tons has been sold as follows:—283 tons, common and fine, at 50*l.* and 82*l.* 5s.; and 64 tons inferior, at 11*l.* 10s. and 49*l.* On Wednesday 50 tons of Straits was sold a 134*l.*; and 5 tons, July and August, at the same price. On Thursday the market underwent a further decline, and 5 tons of Straits was sold at 132*l.* cash, with the option of calling for 50 tons; 5 tons of Banca, 139*l.*, and 5 tons of Straits was sold at 131*l.* all July, sellers option, and 5 tons at 130*l.*, with seller's option to deliver double the quantity. The character of these sales is indicative of the unsatisfactory condition of the market. To-day for forward delivery 131*l.* was quoted for Straits.

TIN TRADE.—The Standards of Tin Ore were reduced on Wednesday, and are now—Superior common, 123s.; superior fine, 125s.

The MINING SHARE MARKET has been particularly dull this week. Very little business has been transacted, and the quotations are merely nominal. Since our remarks on the tin standard were written, a few night ago, we have been favoured with a tabular statement, showing the stocks of tin on hand in England during each month in the years 1871, 1872, and 1873, and they show conclusively that the stocks are considerably less *now* than they have been at any time during the three years. In June, 1871, the stock on hand was 5064 tons; July, 1871, 5498 tons; June, 1872, 5058 tons; July, 1872, 4311 tons. In June last the stock on hand was only 1557 tons, and at the present time it is only 1333 tons, or 2798 tons *less* than it was this time last year. At that time, when the smelters were full of stock, the quotation was 154*l.* per ton, and the miner got for his ores 85*l.* to 90*l.* per ton. Now that stocks are unprecedently low, and the smelters have to replenish them to meet the demand for tin-plates, the price is quoted 139*l.* to 140*l.*, and the miner gets but 75*l.* to 80*l.* It is quite clear from all this that the tin coming from Australia is not by any means making up for the deficiency of returns in Cornwall, and it would also seem that the stocks of the smelters have now to be made up at the expense of the miner, for in what other way can we account for the fall of 2*l.* in the standard this week?

Carn Brea have declined to 115, 120; Cook's Kitchen, 19 to 20; Dolcoath, 52½ to 55; Tincroft, 52 to 54. Roman Gravels, 20 to 21; the dividend here is 8s. 6d., and not 10s., as had been expected. Last week shares have improved to 2⅞, 3⅛; East Van, 4¼ to 4½; Great Wheal Vor, 5¼ to 5½. West Chiverton, 9¾ to 10¼; at the meeting, held at the mine, a dividend of 5s. per share was declared, and a balance of 7885*l.* 11s. 4d. carried to the credit of the next account; the lead ore sold from May 17 to June 26 realised 8212*l.* 7s. 6d.; blende, 491*l.*; the labour cost for three months, charged to April 26, amounted to 4794*l.* 12s. 6d.; merchants' bills, 1338*l.* 15s. 6d.; coals, 1461*l.* 7s. 11d.; dues, 515*l.* The report states that the 130 west is worth 20*l.* per fathom: the 140 has intersected the lode, worth 15*l.* per fathom; the stopes and pitches continue to look as usual, but in consequence of the reduced prices of lead and blende the oxides have been lessened considerably, but they hope to keep up the returns of ore.

South Frances, 14 to 16; West Frances, 13 to 15; both firm. The boundary dispute between these mines has been settled in a manner which reflects the greatest credit on all concerned. South Frances cedes a piece of the western ground to the north of the initial boundary on Mr. Henderson's plan (reserving all surface machinery and floors as at present erected), and is to pay 1750*l.*, by four quarterly instalments, in full discharge of every liability incurred by the recent encroachment. South Frances is to enjoy right of way through West Frances ground to the south of the initialed boundary, which will much facilitate South Frances operations. The fairness of the arrangement is beyond question, and it will be of enormous advantage to both mines. The report of the meeting will be found in another column.

Wheal Peevor, 2½ to 3; at the meeting yesterday (Friday) the accounts showed a debit balance of 1600*l.* The Chairman (Mr. Pryce) read the agent's report, which stated that during the last fourteen months the shaft was sunk 70 fathoms, and it was hoped to reach the bottom of the mine in four months' time. A call of 10s. per share was made. The next meeting will not be held till four months hence. When the bottom is reached they hoped to raise tin regularly. The costs for the next four months to be less than the last three. At Tresavean Mine meeting, yesterday, it was resolved to wind and sell as a going concern; this mine made many fortunes.

Islay, 3 to 3¼. The agents' report of June 30 is a particularly favourable one, and appears in another column. The mine will be in fork in about a fortnight, when they hope to see the bottom of the 45. They continue to raise good lead from the shallow levels, and the lode in the 25 is very strong and kindly.

Rose United: In our last we venturned to suggest that until the dawn of better times the expenses here should be curtailed by confining operations to the late discoveries in tin and copper above the deep adit. And we understand, having regard to existing circumstances, this entirely meets the views of the purser, who considers the mine might thus be made self-supporting, but not liking to take the responsibility of action solely upon himself, a resolution to the effect recommended will be at once submitted to a special meeting for confirmation. At the same time, however, we are informed and reminded that the mine is one of the best speculations in Cornwall, and if drained would soon make very large returns; therefore it should be worked in a vigorous manner. But to work in a vigorous manner will require heavy calls for a time, and the shareholders at present are evidently not in the mood for paying them. In a few months, should the copper and tin turn out well above the deep adit, or any discovery be made, they may get imbued with different feelings, and others may be disposed to join them. The tin lode, we hear, has improved to 40*l.* per fathom.

West Basset, 9½ to 10½; at the meeting the accounts showed a loss on the quarter of 13*l.* 12s. 2d., and a debit balance of 631*l.* During the last 12 months the agents state that upwards of 6000*l.* had been laid out in improving machinery, &c. The prospects were good, and they anticipate paying costs in the ensuing quarter, notwithstanding the fall in tin. Bog, 1¾ to 2; East Lovell, 17½ to 18½; Great Laxey, 16½ to 17½. Wheal Crebor, 4¾ to 5¼; the lode in the 120 east is worth 12 tons of copper ore per fathom. The trial rise in the 108 is yielding 3½ to 4 tons. At the meeting on Thursday a proposition will be made to issue the forfeited and relinquished shares *pro rata* among the shareholders at a price to be a bonus to them, at the same time that it will give the company a good working capital, render future calls unnecessary, and place the mine in a position for earlier dividends. Nearly two years ago it was left to the committee to dispose of these shares (about 800 in number), but they determined not to issue them when the price was so very low; they think, however, the time has now come to do so, both to the advantage of the mine and the shareholders. We understand the allotment which must of necessity take place, without calculating fractional parts, will be at the rate of about one share for seven held by parties on the day of meeting. Thus, all under 10 shares would get one share; a holder of 21 would get three; but the holder of 20 shares two. New Dolcoath, 2½ to 3; Medlyn Moor, ¼ to ½; New Rosewarne, 2 to 2½; North Treleigh Wood, 22s. 6d. to 25s.; Penhalls, 2¾ to 3; Pennerley, 2¼ to 2½; Penstruthal, 1 to 1¼; Perkin's Beach, ¼ to ¾; Plynlimmon, ⅜ to ⅝. Providence Mines, 10 to 12, these mines had given consecutive dividends for more than 20 years up to the end of last year, dividing 113,820*l.* in all; and although a call was made at the recent meeting, it is confidently believed that dividends will be resumed within six months. South Carn Brea, 3¾ to 4; South Caradon, 115 to 125; South Condurrow, 6 to 6½.

Van, 38 to 40; the sale of lead ore for the month—500 tons—realised 16*l.* 14s. 0½d. per ton; blende, 150 tons, 1*l.* 17*l.* per ton: total amount of sale, 8629*l.* 2s. South Roman Gravels, 1½ to 1¾; South Tolcarne, 14s. to 16s.; Tankerville, 11¼ to 11¾; Trumpet Consols, 9 to 11; West Pant-y-Go, ¼ to ½; West Seton, 55 to 60; West Tankerville, 2¾ to 3¼; Wheal Grenville, 4¼ to 4¾; Wheal Jane, 3 to 4; Wheal Kitty (St. Agnes), 14 to 14½; Wheal Margaret, 4½ to 5½;

Wheal Seton, 45 to 47½; St. Agnes Consols, 4⅞ to 5⅛. Van Consols, 5 to 5½; at the meeting it was decided to issue 2000 shares at 5*l.* each, at the rate of one share for every nine now held.

The Market for Mine Shares on the Stock Exchange during the week has remained without much variation, but a considerable amount of business has been recorded in the better class of mines, both home and foreign.

The Metal Market remains inactive, buyers purchasing only for immediate wants. Copper shows no improvement in price, although the statistics for the last six months would seem to show a smaller stock in hands of dealers. Tin is steady, at late quotations. Lead is very quiet, and purchases can be made at lower rates. Spelter dull; the stocks on hand show a slight decrease.

Flagstaff, 12½ to 12¾, ex div.; the product during the last four weeks has amounted to 20,750*l.*, a larger yield than ever before obtained in a similar period. The latest advices are to the effect that the mine at all the extreme points looks better than ever. The iron road is in good order, and 100 tons of ore are being hauled daily. Last Chance, 7⅛ to 7⅜, ex div.; 40 tons of ore are being raised daily from the mine to the smelting-works. The developments continue to fully maintain their value, and it is expected the stamping will shortly be increased to 60 tons daily. Tecoma, 10 to 10½; the developments continue to improve as the "bonanza" is opened up, and also in depth. The ore continues rich. The first result from the smelting-works is daily looked for. At Camp Floyd the result of the late run at the mill has been satisfactory. The agent is now arranging for a further supply of ore, as there is water in abundance.

Richmond Consolidated shares continue in demand at 6½ to 6¾; the cablegram received from the mine on Wednesday announces the week's returns at $47,000, the largest return made by the company, and, in fact, the largest ever made by any mine on the Pacific Coast. Since May last the weekly returns have gradually increased, showing the high grade of the ore, of which so much is lying on the "dumps" ready to hand for smelting, and which was recently under arbitrevin till the differences between it and the Eureka Company were settled. Negociations are being made for the hire of other furnaces until the company can complete their new additional ones. The Lisette tunnel, by late advices, will be about completed, when considerable saving in the expenditure of hoisting will be saved. The gradual increase of the weekly return warrants an early and satisfactory dividend, and from the future prospects of the mine the shareholders may be congratulated upon possessing so valuable a property now all disputes are forever dissipated. Eberhardt and Aurora shares have been firm, and close 6 to 6¼; the directors have this day received the following telegram from their manager, Capt. Jack Drake:—"Number of tons crushed for the month of June, 1095; average assay, $70; producing, 12,472*l.*; expenses, 7000*l.*; net profit, 5472*l.* Mine looking well." Pacific, ⅝ to ¾; Mr. Pringle's letter this week mentions very little alteration, except that the late discovery has not, up to the present, led into a large body of ore.

The shares in the various Hydraulic Companies have again been in fair demand during the week, and prices, on the whole, remain much the same. We apprehend that the water season is now drawing to a close; but the prospects for the coming year are better, we think, in the case of every company represented on this market, and especially so in the Californian properties. Malpaso, 1 to 1¼; the advices received by the last West India mail appear in another column, and are considered highly satisfactory. Rica shares, ½ to ⅝; washing was commenced on April 28, and the superintendent expects to reach the main bank by July 1. Malabar, par to ⅛ prem.; detailed report on this property is expected by next mail, Sweetland Creek, 4¼ to 4½; washing has been commenced through the new tunnel, and expect particulars of the clean-up towards the latter part of the current month. Shares are in request, and close firm at quotations. Birdseye Creek, 1¾ to 2; in another column is published a synopsis of the directors' report and balance-sheet, issued in anticipation of the forthcoming meeting. The accounts show that during the year a profit of 4945*l.* 4s. 2*d.* has been realised at the mines; 3000*l.* has been divided amongst the shareholders. This is after paying 3404*l.* 19s. 7*d.* for running the new tunnel. As this tunnel will be finished by September, the expenditure on this head will cease, while the profits will be augmented in more than a corresponding ratio, as washing can be commenced through this tunnel on the rich blue lead. The board has declared another dividend of 2s. per share, payable on and after the 15th inst. Cedar Creek, 2 to 2½; the accounts from the mines continue satisfactory, as will be seen from the usual report in another column. The warrants for the dividend of 2s. 6*d.* per share were sent out yesterday.

Holcombe Valley, par to ⅛ prem.; the agent reports that having reached water level the value of the Mammoth lode has declined. This, however, is no more than was to be expected, as upon enquiry we find that the richest quartz mines in California have all exhibited similar appearances at water level; the Eureka and Idaho for example. Mr. Haley appears to have acted very judiciously in suspending operations at the mill until the inclines were sunk to a greater depth. We shall publish next week the original report of Mr. G. D. McLean on the company's property. It will be seen from same that the Olio lode has been developed below the water line, and has increased in size and richness. No doubt this will be the case when greater depth is attained in the Mammoth lode.

Sierra Buttes, 3⅛ to 3¾; an interim dividend of 2s. per share (free of income tax) has been declared. Frontino and Bolivia, ⅛ to ¼; the remittance of gold by last mail amounted in value to 810*l.*, the produce for April; the costs amounted to 1071*l.* At Almada and Tirito the profit for May, after deducting all expenses, amounts to 1577*l.*, against 1293*l.* for April.

St. John del Rey Stock has advanced to 170 upon the satisfactory character of the meeting, the details of which appear in another column. San Pedro shares have been in demand, and close at 3⅛ to ¼. News has been received of the arrival of the vessel with the machinery at Valparaiso a month earlier than was expected. Cape Copper, 24 to 25; 550 tons of ore and 77 tons of regulus have been put forward for sale by public ticketting on July 8. Van, 38 to 39; the monthly report appears in another column. The engine-shaft is down 8½ fms. below the 60. The various ends remain of about the same value as previously reported. On Thursday the usual four-weekly sale took place; 500 tons lead and 150 tons blende, realising 862*l.* 2s. East Van, 4⅛ to 4½; Van Consols, 5⅛ to 5¼. At Van Hill Mine some good stones of lead have been cut. Tankerville, 11⅜ to 11⅝; the bottom levels are opening up very satisfactorily, with every sign of improving in depth. The new permanent shaft from surface to the 140 will be completed by end of this month. Captain Waters remarks: "The next three weeks will, we think, show that Tankerville is only yet in its infancy." Roman Gravels, 20 to 21; the accounts for the quarter ending June showed the available balance 6980*l.*; dividend (5100*l.*) 8s. 6*d.* per share; carried to reserve account, 1000*l.*; carrying to next account, 880*l.*

Ladywell, 2⅞ to 3⅛; operations are progressing satisfactorily, and the mine has further improved. Bog, 1½ to 2; the new pitwork being on the mine the forking of the water below the 148 will be resumed directly the plunger can be fixed. The lower levels are showing fair quantities of ore as the clearing is proceeded with. Pennerley, 2⅛ to 2⅜; the lode in the 130 east still maintains its value—3 tons per fathom. The 120 east is coming up under the same run of ore ground, and is now worth 2½ tons per fathom. The Potter's Pit portion of the sett is opening out very well, and the prospects for further improvement are encouraging. Other portions of the mine much about the same. Perkins Beach, ¼ to ⅜; the agent has met with an improvement in Chimney Pipe rise, and is looking forward to a discovery there before long. West Esgair Lle, 3 to 3½; the work at the 22, at Hamilton's engine-shaft, is impeded by the flow of water from the lode, which has just been cut into, and shows exceedingly well. At the western mine the operations are in full work, the new water-wheel working capitally, and the erection of the dressing machinery proceeding with all speed.

The celebrated Dylife Mines, late the property of Messrs. Cobden, Bright, and others, has just been incorporated with a capital of 90,000*l.*, in 15,000 shares of 6*l.* each, fully paid and limited. The capital thereby obtained will more efficiently work these mines, which have obtained world-wide notoriety. There are several lodes traversing the property, and during the negociations for the purchase one of them improved, and is now worth about 70*l.* per fm., while within the last few days another of the lodes has come in worth 60*l.* per fm. The whole of the capital has been privately subscribed, and the shares are quoted at 1 to 1½ prem. The company can commence by making regular monthly sales of ore.

East Lovell shares continue in demand, and close 18 to 18½; the mine has further improved.

Subjoined are the closing quotations:—

Bog, 2 to 2¼; Carn Brea, 117½ to 122½; Devon Great Consols, 2 to 2¼; Dolcoath, 56 to 58; East Lovell, 17½ to 18½; East Van, 4¼ to 4½; East Caradon, 1½ to 2; Great Luxey, 16 to 17; Great Wheal Vor, 5¼ to 5¾; Hingston Down, 5 to 5½; Marke Valley, 1½ to 1¾; North Roskear, 7 to 9; North Tredrigh Wood, 1½ to 1¾; Parys Mountain, 8s. 9d. to 11s. 3d.; Pennerley, 2½ to 2⅝; Penstruthal, 1 to 1¼; Roman Gravels, 20½ to 21; South Carn Brea, 3½ to 4; South Condurrow, 6 to 6½; Tankerville, 11½ to 11⅝; Tincroft, 82½ to 85; Yan, 37½ to 40; Van Consols, 5¼ to 5½; West Chiverton, 9 to 10; West Tankerville, 3 to 3¼; West Caradon, 3s. to 5s.; West Esgair Lle, 3 to 3½; Wheal Crebor, 4¾ to 5¼; Wheal Grenville, 4 to 4½; Almada and Tirito, ⅞ to 1; Birdseye Creek, 1¾ to 2; Cedar Creek, 2 to 2½; Chontades, ⅝ to ¾; Colorado Terrible, 2½ to 3; Cape Copper, 24 to 25; Don Pedro, ⅛ dis. to ⅛ prem.; Emma, 3¼ to 3½; Eberhardt and Aurora, 6 to 6½; Flagstaff, 12½ to 12¾ ex div.; Frontino and Bolivia, ⅛ to ¼; Fortuna, 6 to 6¼; Holcombe Valley, 20s. to 22s. 6d.; Last Chance, 7⅛ to 7½ ex. div.; Malpaso, par to ¼ prem.; New Quebrada, 3½ to 4; Pacific, ⅛ to ⅝; Port Phillip, 15-16ths to 1 1-16th; Rica, ⅝ to ⅞; Richmond, 6½ to 6¾; St. John del Rey, 170 to 180; Sweetland Creek, 4¼ to 4½; Sierra Buttes, 3¼ to 3¾; San Pedro, 3 to 3½; United Mexican, 2¼ to 2½; Utah, 1½ to 1¾.

Messrs. Bischoffsheim and Goldschmidt announce that a dividend of 24s. per share (being at the rate of 12 per cent. per annum for the six months ending June 30) will be payable on the first issue of share capital of the United States Rolling Stock Company on and after July 16 at their counting-house; also that a dividend at the rate of 12 per cent. per annum for the six months ending June 30 will be payable on the second issue as follows:—On Scrip Certificates fully-paid previous to Dec. 31 1st a dividend of 24s. per share; on Scrip Certificates not fully paid on Dec. 31 last the dividend will be calculated on the amount of the instalments from the respective dates on which they were paid. The New Quebec Six per Cent. Sterling Consolidated Fund Loan is 2½ to 3 prem. The City of Ottawa Six per Cent. Sterling Loan is 2½ to 3 prem. The First Mortgage Bonds of the New York, Boston, and Montreal Railway Company are ½ dis. to ½ prem. Atlantic and Great Western Railroad Leased Lines Rental Trust Bonds are 90¾ to 91¼ ex coupon, and the new issue 85½ to 85 ex coupon. Atlantic and Great Western Third Mortgage, 38¾ to 38½; Preference Stock, 12½ to 13½; and the Common Stock, 11½ to 12½. United States Rolling Stock is 24¼ to 24¾; and the New 23½ to 24.

The following dividends were declared during the month of June:—

Mine.	Per share.	Amount.
Van	£0 16 0	£12,000 0 0
Great Luxey	0 10 0	7,500 0 0
Bampfylde	0 2 0	3,000 0 0
Catherine and Jane	0 7 6	2,250 0 0
Prince Patrick	0 2 0	1,800 0 0
Wheal Seton	1 0 0	1,356 0 0
West Chiverton	0 5 0	750 0 0
Wheal Mary Ann	0 2 6	128 0 0
Cape Copper	1 0 0	20,000 0 0
Cedar Creek	0 2 6	17,500 0 0
Sierra Buttes	0 2 0	11,250 0 0
Pontgibaud	0 19 6	9,750 0 0
Flagstaff	0 5 0	7,500 0 0
Chicago	0 4 0	3,000 0 0
Sweetland Creek	0 4 0	3,000 0 0
Last Chance	0 2 0	2,000 0 0
Eldorado	0 1 6	1,764 0 0
Kapunda	0 0 6	1,700 0 0
Total		£103,248 0 0

At Redruth Ticketing, on Thursday, 1216 tons of copper ore were sold, realising 4097*l.* 6s. The particulars of the sale were—Average standard, 94*l.* 12s.; average produce, 6½; average price per ton, 3*l.* 7s. 6*d.*; quantity of fine copper, 78 tons 13 cwts. The following are the particulars of the sales:—

Date.	Tons.	Standard.	Produce.	Per ton.	Per unit.	Ore copper.
June 5	2084	£ 90 12 0	7⅞	£4 8 6	12s. 0d.	£60 0 0
„ 19	1010	91 7 0	8½	4 19 6	11 9	78 16 6
July 3	1216	94 12 0	6½	3 7 6	10 5	52 2 0

Compared with the last sale, the decline has been in the standard 3*l.* 5s., and in the price per ton of ore about 4s. 3*d.*

The directors of the SOMERSET AND DORSET RAILWAY COMPANY are inviting subscriptions for 50,000*l.*, being the unplaced balance of the 120,000*l.* PERPETUAL FIVE PER CENT. DEBENTURE STOCK of the Extension to the Midland Railway of the Somerset and Dorset Railway Company. The whole of the share capital, 360,000*l.* (not entitled to dividend until the interest on the present debenture stock is fully paid), is subscribed, and upwards of 300,000*l.* paid up. The line is in a very forward state, and will be opened for public traffic at the end of the year. Mr. F. G. Slessor, the resident engineer, reports that of the tunnelling—about 1½ mile in all—three-fourths are completed, and the remainder is being pushed forward day and night. Of the masonry in bridges and viaducts, and of the earthworks, upwards of one-half is completed and the remainder is in rapid progress. The whole of the materials for the permanent way are purchased and in course of delivery, and one fourth already laid. The contractors have a staff of 2000 men, 5 locomotives, 70 horses, with other appliances employed on the work. Special advantages are secured to the extension capital by the terms of the Act of Parliament under which the existing line is charged, not only with the payment of its own working expenses but also with the working expenses of the extension line, with an annual charge of 17,000*l.* The gross receipts of the extension line are thus available almost exclusively for the payment of interest on this debenture stock, which amounts to 6000*l.* per annum only, or less than 5*l.* per mile per week, while the estimated traffic amounts to 36*l.* per mile per week. The prospectus will be found in another column.

The NORTH HUSTLER'S COMET GOLD MINING COMPANY, with a capital of 24,000*l.*, in shares of 1*l.* each fully paid, has been incorporated as a "no liability" company, under the colonial "Mining Companies Act, 1871," to purchase from the original lessee for 9000*l.* and work a lease from the Crown, situate on the celebrated Hustler's line of quartz reefs, Sandhurst (Old Bendigo), Victoria, Australia. The Great Extended Hustler's Company and the Tribute Company on the same claim are stated to have paid over 400,000*l.* in dividends during 1871 and 1872, being at the rate of 400 per cent. per annum on the total capital of both companies, and the company could now produce 5000 or 6000 ozs. of gold per fortnight if they took only the rich stone to the mill. The whole of the North Hustler's Comet Company's capital, less 500*l.* for expenses, will be appropriated for purchasing, opening out, and developing the mine. Mr. G. Thureau, mining engineer and surveyor, reports that the ground is well situate for drainage, close to well-made roads, and permits, therefore, the carrying out of mining operations without hindrance of any kind. He would suggest that a shaft be sunk on the course of and with the "lava," and to follow the same downwards as far as practicable, in order to reach at a cheap rate those formations or "makes" of stone at a deeper level. Mr. Nicholls, mining engineer, writes that the shaft suggested by Mr. Thureau is now being sunk, and judging from the unmistakeable indications he has no doubt that the expenditure of (say) 1000*l.* will, with good management, put the company in a position to pay dividends. No costly machinery is likely to be required for some years, when it will be a fair charge on the yield of gold. The "saddles" referred to are makes of auriferous stone one under the other, and connecting what are known to miners as the eastern and western legs of the reefs, which below the saddles became separate and distinct lodes, one set underlying to the east and the other to the west. Each leg or reef has its distinctive character, both as to the quantity of stone and the yield of gold. Mr. Edwin Bennett (March 1) writes:—"Sandhurst is about the only place now occupying the attention of mining men. The mines there continue to make magnificent returns. Hustler's mine continues first-class. Sandhurst stocks continues to absorb all attention. It appears that gold exists everywhere in Bendigo (Sandhurst). It makes little difference where you sink as long as you give it a fair trial. The prospectus will be found in another column.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be *filed* on receipt: it then forms an accumulating useful work of reference.

SIR,—Will any correspondent oblige by stating what quantity of *average* copper ore per fathom, at average price and cost of raising, would pay 20 per cent.?—FAR WEST.

JOINT-STOCK COMPANIES—SERVANTS' CLAIMS ON WINDING-UP—"J. C."—A company in course of winding-up is in the same position as a bankrupt. Servants' wages (not exceeding 10*l.*) would be paid out of assets in priority of other claims. The fact of his being a shareholder would not affect his position, but the liquidator would deduct any money owing to the company upon the shares held by the servant. The validity of a servant's claim for work done during the liquidation would depend upon the liquidator's power to employ him. The sanction of the company (sec. 135) is required to enable the liquidator to carry on the ordinary business during the winding-up.

THE ECTON MINE.—The letter of "Wirejags" is too personal for publication.

PROVIDENCE MINES.—In the Supplement to last Saturday's Journal, page 696, the dividends were stated to be 13,820*l.*, instead of 113,820*l.*

SHARE DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, or broker through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

Received,—"America"—"G. R. H."—"W. F."—"R. H. N."—"J. C."—"Shareholder" (Dolcoath)—"W. H. B."—"Reader"—"M. F. G."—"Shareholder" (Emma)—"A. E. T."—"J. D."—R. Symons.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, JULY 5, 1873.

THE COAL QUESTION.

The announcement that the Committee appointed by the House of Commons to enquire into the cause of the late panic in the coal trade had determined to take no more evidence will be received with the reverse of regret, seeing that for all practical purposes the information elicited from most of the witnesses was foreign to the issues to be tried. In fact, the relevancy of most of the questions put to the witnesses as to the reason for the high price and scarcity of coal which prevailed in February last bore but a very small proportion to those which actually related to those points. But although the labours of the Committee are not likely to be of a really beneficial character to the consumers of coal in the metropolis or elsewhere, either by lowering the price of that indispensable article or by ensuring a plentiful supply of it, yet some of the evidence given is such as ought not to be passed over without comment. Although significently enough, we may say, what appeared to some of the Committee as of the least consequence to practical men was looked upon as of the most importance. To those who have paid attention to the subject of our coal supply, especially to the metropolis, it has long been known that the question of railway carriage was intimately mixed up with it. We, therefore, consider that Mr. STANHOPE, one of the Committee, touched a rather vital spot when he stated that, although a colliery owner, he could not send coal from his own pit by railway to his town residence unless through an ordinary dealer. Now, Mr. STANHOPE is not only the lessor of some very extensive coal fields now being worked in South Yorkshire, but has also a colliery of his own from which his country mansion, Cannon Hall, is supplied. Yet with an abundance of excellent coal he is compelled to pay fully 1*l.* per ton more for an inferior article in London than he would otherwise have to do, because the railway company grants a monopoly to the metropolitan merchants. Here, then, we have one of the causes for the high price of coal which prevailed during the early part of the year. We, therefore, much regret that the Committee did not carry the railway question much further than it did, for a great deal of most valuable information in connection with it could have been given.

As an illustration of the existing railway monopoly with regard to the coal traffic, we may state that the coalowners of South Yorkshire for years past have been endeavouring to obtain a line of railway from their vast mineral fields to the metropolis, so as to be independent of the Great Northern, but without success. In 1864 a line was promoted from Doncaster to Peterborough to join the Great Eastern, when it was proposed that the coal should be carried to London at ¼d. a ton per mile. The Bill was opposed by the Great Northern, and thrown out by the Committee of the House of Commons on the ground that the carriage rate for coal as proposed would be unfair towards the former costly line. In 1871 another proposal was made for a mineral line to carry coal at about the same rate as the previous one, but being opposed by the Midland and Great Northern met with the fate of its predecessor. During the present session a third effort was made for a new line, but with like success; it was killed in Committee. On those three occasions the various railway companies interested were represented by the ablest parliamentary counsel, yet no one appeared on behalf of the public of London, to whom the decision was one of cheap or dear coal. This will be evident when we say that the difference in the carriage rate of coal by the two first proposed lines we have alluded to would have been 3s. 6d. per ton in favour of the London consumer over what he was then, and is now, paying. Surely, with such facts there was sufficient groundwork for the Committee to have enquired how far the railway monopoly had affected prices. The omission we do know was considered by many colliery proprietors as a very serious one.

With regard to the working of mines, there was some truth in the remark made by Mr. NORMANSELL whilst giving his evidence, that the more you educate a man the more you unfitted him for hard work. Mr. SMITH, the agent to Lord WARD, was evidently thinking of the same thing when he said the effect of recent legislation tended to the extermination of the race of colliers. This is evident from the fact that even now there is more difficulty than ever there was in inducing parents to allow their children to go into mines to work. A large number of colliers, too, give their children at present a good education, and the boys associating with a class rather above them, prefer a more genteel and cleanly profession than that of a miner. But in this we do not see much to grieve at, for it can only hasten the more general adoption of mechanical means for cutting coal, which is so successfully in operation at so many places at the present time. In fact, coal-cutting machines before very long will become an actual necessity, for even now there is a dearth of colliers, and which will be more fully felt in the course of a year or two, owing to the large number of collieries now being opened out in all parts of the kingdom. We were, therefore, surprised to find that the committee did not take any evidence with regard to machinery for getting coal from those in charge of mines where such is now in use, as well as from inventors whose machines are being worked. Here was another opportunity for obtaining reliable and valuable information on a most important matter relating to mining and on the future production of our collieries, that was almost entirely overlooked by the Committee.

Mr. GEO. ELLIOT gave some very interesting evidence on the last day of the sitting with reference to double shifts, and we certainly agree with him in his views that it would be alike advantageous to owners and workmen. The opposition, to our thinking, on the part of the men is in a great measure due to the fact that by such a system the output of coal would be greatly increased. The same gentleman also alluded to a truly gigantic proposal—but one not by any means new—the amalgamating of all the collieries in Durham into one company. No doubt such a vast concern under one management would have its advantages, but in all probability it would be followed almost immediately by a similar combination on the part of the workmen, already a powerful body. We should then have two great powers, capital and labour, like two contending armies watching most jealously each other's movements, and always kept in a high state of excitement, expecting to have to give battle at almost any moment. The present state of affairs we believe will be found more satisfactory, especially as there will be no difficulty whatever in colliery owners combining together in defence of their legitimate interests, and in being supported in so doing by public opinion, as they were in the recent struggle in South Wales.

Having thus noticed a few of the salient points brought out in evidence before the Coal Committee, as well as those which might have been advantageously entertained, we again venture to reiterate our opinion that all cause for alarm as to the scarcity of coal, or of the price of it being anything like it was in the early part of the year, has passed away. We believe the effects of the late panic will be seen before very long in a vast increase in the production of coal in all parts of the kingdom, owing to the opening out of so many new collieries, and the consequent cheapening of an article of such vast importance to our national industries and social comfort.

RAILWAY IRON IN BRITISH AMERICA.

Our exports of railway iron to British America present a slight advance this year, a circumstance which, having regard to the present price of railway *materiel*, must be regarded as highly encouraging, showing, as it does, that the Canadians are prepared to make great sacrifices to secure a large development of railway communication upon their soil. The annexed table illustrates the shipments of railway iron to British America in the first five months of 1873, as compared with the corresponding periods of 1872 and 1871:—

Month.	1871.	1872.	1873.
January .....Tons	100	425	3
February	—	1712	856
March	2607	2850	1621
April	5929	5255	6090
May	6077	8004	11,535
Total	14,713	18,246	20,105

Certainly the exports are not very large, even now; but it may be remarked that Canada ranks fourth among our foreign and colonial customers for iron; and, now that the export season has thoroughly commenced, she will probably work into the third place.

The Toronto, Greg, and Bruce, the North Shore, the Toronto and Lake Nepissing, the Northern Extension, the Canada Southern, the Midland of Canada, and other undertakings, have all consumed a certain quantity of railway iron; but our best customers must have been the Intercolonial, the Great Western of Canada, and the Grand Trunk of Canada. The Great Western of Canada has been making very great progress in steel railing its main line, and now that the Grand Trunk of Canada has successfully carried out sundry financial arrangements which will place it in possession of some 2,000,000*l.* of additional capital, we may depend upon it that a policy of improvement will be enforced also upon this hitherto unfortunate system. Even such profits as the Grand Trunk of Canada has been enabled to realise have been swallowed up in the weary struggle which the directors have had to wage year after year with the rapid deterioration of the permanent way, in consequence of the severe action of the Canadian climate upon iron rails; but, the Grand Trunk of Canada once steel-railed, and relieved from gauge isolation, the prospects of the whole concern will be immensely changed for the better. Not only will the bondholders—and even the stockholders also, to some extent—enter into the enjoyment of dividends, but an inducement will be afforded to them to engage in extensions and other improvements, which in their turn will absorb very large amounts of *materiel*.

In dealing with the question of railway iron in Canada, we must not only look at the present but we may very fairly glance at the future. The principal enterprise which meets the eye among the authorised new railway projects of Canada is the Canadian Pacific. This vast undertaking will absorb, of course, a very considerable amount of time in its development, but still the intention of the Canadians to carry it out seems clear, decided, and unmistakeable. Possibly the Canadian Government is waiting for a decline of rail prices in Great Britain before finally committing itself to the mighty work. But then, if there should be a delay of two or three years in the prosecution of the Canadian Pacific Railway, it seems tolerably certain that it will eventually prove a considerable absorbent of our railway iron. Then account must be taken of the gradual progress of Canada in population and wealth. Hitherto her resources have been imperfectly understood by the emigrant class, but the progress of education and wide dissemination of information through the medium of the cheap press are changing all this. Canada now counts her new settlers by thousands where she formerly reckoned them by hundreds; and the Dominion is accordingly at last beginning to fill up. As new towns and cities spring up, and as primeval forests give place to well cultivated farms, the demand for more railway communication in Canada will be certain and inevitable. So far, then, from the demand for British iron in Canada being likely to decline, we believe that it is more probable that it will increase. But, of course, a great deal depends upon the course of prices, which at their present level must sorely try the patience and tax the endurance of Canadian railway projectors. It is possible enough that Canada may endeavour to grapple with the difficulty by applying herself to the production of rails on her own soil. At the same time, young countries do not take very naturally or very readily to metallurgical pursuits, and it seems probable that for many years to come British railway *materiel* will command a ready market in Canada, provided only that it can be delivered at a reasonable price. The consumption of steel rails will especially be very large, the use of steel rails being a matter of life and death to Canadian railways.

EXPORTS OF LEAD.—The exports of lead from the United Kingdom in May amounted to 4637 tons, as compared with 4881 tons in May, 1872, and 5871 tons in May, 1871; and in the five months ending May 31 this year to 12,415 tons, as compared with 19,646 tons in the corresponding period of 1872, and 19,430 tons in the corresponding period of 1871. The exports have largely fallen off this year to the United States; they have also declined to Russia, China, British India, and Australia, but they have slightly increased to France. The value of the lead exported in May was 108,295*l.*, as compared with 99,440*l.* in May, 1872, and 109,774*l.* in May, 1871; and in the five months ending May 31 this year 281,768*l.*, as compared with 390,677*l.* in the corresponding period of 1872, and 374,806*l.* in 1871.

GNOLL COLLIERY (Neath).—Messrs. Shelford and Robinson, the managers, inform us that they struck the Western Moor seam of coal in No. 3 pit of this colliery last Saturday, at a depth of 400 ft. from the surface, which is within a few feet of the point anticipated in their reports on this property.

PROFITABLE MINING.—At the statutory meeting of the Dyffryn Main Colliery Company (Limited), on Wednesday, the Chairman stated that the profits actually earned in the three months' working have been between 25 and 30 per cent. per annum, notwithstanding that some old contracts—now, of course, unprofitable—had been necessarily taken over with the purchase. These, however, will soon come to a close. An interim dividend at the rate of 10 per cent. was declared.

ENGLISH COAL IN FRANCE.—The Eastern of France Railway Company has followed the example of the Northern of France Railway Company, and has purchased 25,000 tons of English coal, delivered on trucks, and duty paid, at 1*l.* 6*s.* per ton.

UTAH SILVER-LEAD MINING COMPANY—APPOINTMENT OF MR. LONGMAID.—The appointment, as superintendent of this company's property in Utah, of Mr. JOHN LONGMAID, for some time past of Maidanpek, Serbia, and who has resigned his position with the Serbian Copper and Iron Company, and has accepted the management of the Utah Company's mines, will, doubtless, give general satisfaction. He sails for the United States on Saturday (to-day), and will take with him a very handsome testimonial from his former employers—the directors of the Serbian Company—stating therein that they "consider that, during the three and a half years that he had the sole management of the Serbian Copper and Iron Company's mines and works, he performed most arduous duties—re-opened extensive mines, fitted them with modern appliances, introduced a new system of smelting, and brought into order a mixed population, demoralised by many years of misrule under a former company. In addition to this, he has maintained the most friendly relations with the Government of Belgrade, conducting several very difficult negociations with skill and ability, and obtaining results alike satisfactory to the Government and the directors." His contract with the company was within a few months of expiration, and "at his own request the directors unwillingly released him from it, his resignation having been reluctantly accepted by the board. The directors further add that they "feel that, after having served them so ably and gently, and brought their works into profitable operation, he merits this assurance of their satisfaction, as well as the very friendly feelings they entertain for him, and will continue to entertain, though their connection is severed." This would appear to be precisely the kind of mine manager required for opening up the American mines worked by British capitalists, and such appointments are calculated to prove alike advantageous to the English companies and to the States in which the mines are situated.

REPORT FROM CORNWALL.

July 3.—Little calling for comment has transpired during the past few days in the West. The most notable event of the week, and that is indeed so, is the notice of a call in Devon Great Consols. At the formation of this mine, in 1844, 1*l.* per share was paid; from that time until now the shareholders have never been called upon for a farthing, now they are asked to pay 10*s.* a share on the subdivided shares, which is equivalent to a call on the old shares of 5*l.* The balance-sheet produced at the last half-yearly meeting, on May 7, showed a balance of cash in hand of 6705*l.* to the end of April. There must have been, therefore, a rapid absorption of this balance to necessitate a call in so short a period. Some years since the shares in Devon Consols sold for above 600*l.* per 1024th share, which was above 600,000*l.* for the market value of the mine; the latest quotation 3*l.* per 10,240th share, or about 30,000*l.* for the mine. Probably the late unexpected drop in the copper standard has had something to do in hastening the call, but its occurrence was inevitable. Devon Consols is now passing through the same trials that Dolcoath and other great mines, once copper now tin, have had to undergo, and cannot expect to escape on easier terms. Its prospects are quite as good as theirs were, and, no doubt, patience and good management will see it through.

It is now confidently stated that the differences in the Frances family are settled, and that South and West may henceforth be expected to live in amity together. We hope so. To-morrow the terms are to be laid before the West Frances shareholders. Whatever they are they must be better than law.

A very important discovery is reported from Central Cornwall. Cornishmen are all familiar with the fact that many a time and oft valuable ores have been thrown away, or neglected, in ignorance of their value. This has often been the case with copper, not unfrequently with nickel and pitch-blende. Nay, we know one district where the roads were mended with valuable silver-lead ore, and where, when some time about the beginning of the century the roads got out of repair, the parish gladly accepted the offer of a known resident to put them in thorough repair if he were allowed to take away the remains of the old metalling, and who made a very handsome some profit out of the transaction. But Cornishmen generally have been supposed to "know tin." It would appear, however, that even this has not always been the case, for Capt. Parkyn has just reported the discovery in the famous Fowey Consols sett of several rich tin lodes in virgin ground. It does seem strange that these valuable runs of ore should have been overlooked until their discovery by a comparative stranger, but if the expectations entertained are actually realised the result must be the revival of mining in a district which was once among the richest in Cornwall, but is now sadly shorn of its former glories.

How is it that in these days of dear coal and heavy water charges only 18 pumping engines are reported? If ever there was a time that the highest duty possible should be got out of our engines now is the time, and yet except in a few mines no attention at all appears to be paid to the matter. This is a point for adventurers to consider.

Complaints are made from some of the mines as to the indifference of the miners to do a fair amount of work. There is a great deal of truth in this, as anyone who is acquainted with the various mining districts must know. But still these ill-habits are for the most part singularly localised; and, in some cases at least, the fault is not all on one side. As we have said before, there are still mines in which the worst features of the old five-weeks month system are to be found, and then it is little wonder if things will work out of gear, but when all has been done that can be done difficulties will remain. Mining cannot be made exempt from evils which attach to all occupations.

The drop in tin yesterday is regarded as another proof of the really reckless manner in which the interests of the county are being trifled with. If any enquiries are made, in nine cases out of ten they are met with the reply, "Australian tin;" but the belief here is that if once it was generally and authoritatively known what the quantity of Australian tin really imported is, the whole bubble would collapse, and the market return to something like legitimate prices. It is years since the first parcel of Australian tin came home, and the quantity has not increased by any means in proportion to the disturbing influence.

The China-clay trade would soon fall off if it had many such vessels connected with it as one which was made the subject of enquiry at Falmouth a week—she came into port making 3 ft. of water per day: 450 tons of China-clay were put on board, and the leak so increased that 9 ft. of water was next found in her, that the water continued coming in through the planks all night, and that in the morning she had to be towed ashore. When lying grounded on Bar Beach the water ran freely into her and out of her as the tide flowed and ebbed. At low water there was about 10 ft. of water in the hold, and at low water about 3 ft. spurting out from the seams and bulks all round her to the 6 ft. line.

The Great Western Docks are so intimately connected with the mining industries of the West that no excuse is needed for indicating the terms upon which the South Devon Railway propose to effect an amalgamation with that concern, which is its seaward terminus. The railway proposes to acquire the docks from July 1, 1874. They will pay up the arrears of interest on the guaranteed shares which have accrued since 1867, and convert these guaranteed shares at par into South Devon 5 per cent. Preference Stock. The ordinary shares they will either exchange for South Devon Ordinary Stock at 40*l.* per cent, or pay off at 6*l.* per 20*l.* share in cash. These terms are liberal. The first dividend declared on the preference shares was but 2 per cent. Last year the dividend on these same shares was 3¾ per cent.; for the concluding half year being at the rate of 4 per cent. The preference shareholders are likely, therefore, to grumble at being paid the balances of interest due to make their total dividends to 5 per cent., and being secured 5 per cent. half yearly in perpetuity. The original shares, up to the present time, have never participated in dividends, and have been selling lately at 1½ to 2. Taking the figure at which it is now proposed to convert them, in conjunction with the present price of South Devon stock, the operation may be considered nearly equivalent to turning the stock into a 2½ per cent. investment.

REPORT FROM LANCASHIRE AND CHESHIRE.

July 3.—At the Bolton Petty Sessions, on Thursday, Mr. William Spedding, of the firm of Messrs. Spedding, Chambers, and Jones, colliery proprietors, Blackrod, was summoned, at the instance of Mr. Joseph Dickinson, Her Majesty's Inspector of Mines for the district, for neglecting to make secure the sides of a working shaft at their colliery; for not having a proper indicator attached to the engine, to show the position of the load in the shaft; and for neglecting to keep a fly-wheel securely fenced in. Mr. Holden, of Bolton, prosecuted; Mr. Dean, of Blackburn, defended. The first charge had been laid in consequence of a fatal accident having occurred on May 9 last, by the fall of a stone from the side of the pit: and it was admitted by the defendant that the sides were not safe. On his behalf, however, it was pleaded that he had only been in the proprietorship 12 months, that the deceased had been somewhat reckless, and that the workmen, who had been consulted, were satisfied as to the condition of the pit. The full penalty of 20*l.* and costs was imposed. The other charges were withdrawn, the fly-wheel having since been fenced, and the indicator being no longer required.

Yesterday the proprietor of Brynn Hall Colliery submitted to the coroner and jury enquiring as to the deaths by the recent explosion, there his reply to the statements made by Mr. Dickinson, the Government Inspector, at a previous sitting. Mr. Ellis, solicitor, of Wigan, conducted the case for the proprietors, and called Mr. Fletcher Crippin, the manager of the colliery; Mr. John Higson, son of M. R. Higson, Government Inspector for the district, and for some time viewer of the colliery; Mr. Greenwell, Lord Vernon's mining engineer; and amongst the other witnesses examined was Mr. Pickard, the miners' agent for the district. The witnesses generally disagreed with Mr. Dickinson's theory as to the mine having been rapidly developed, and as to the system of working not being suitable in a fiery mine. One witness said that when that system was in operation no harm whatever had lodged, and that the opposite had been the case when the other system had been in operation. A discussion took place as to the interpretation to be placed on that portion of the Mines Regulation Act which directs that no workman shall have in use more than 4 lbs. of powder, and provides that this shall be contained in cartridges. It was held by Mr. Dickinson that the statute had been broken, inasmuch as the shot-lighters had each a much larger quantity. On the other hand, it was alleged that the clause had no reference to men specially employed, as in this instance, to light shots when the colliers were not below.

clause applied to shot-lighters nearly as many of them would be needed as fiers; and that the Legislature had never contemplated the application of le to these cases. The enquiry, which has attracted much attention in the t, was again adjourned.

, Rochdale on June 27, before the County Justices, Mr. Robert s, agent at the Rag hole Colliery, Butterworth, was fined 5*l.* and costs for per- ng a boy between 10 and 12 years of age to be employed at the horse-gin used sing and lowering miners. Also the costs in two cases for permitting boys employed below ground without the sanction of the Secretary of State.

ER "SPECIAL RULES" IN LANCASHIRE.—The Lancashire colliery ters, who for some time past have been considering the alterations sug- by the Home Secretary in the "Special Rules" under the Mines Regulation ich it is proposed to put in force in the above district, held their final meet- Manchester on Monday. Mr. John Knowles occupied the chair, and Mr. son, the Government Inspector, was also present. The most important decided upon is that the masters adhere to the rule which requires the men et the roof and sides of their working places, and the miners are also fur- quired in addition to the examination of the underlooker, fireman, or other to satisfy themselves as to the safety of their places before commencing llat at work. If these provisions are sanctioned it will remain to be seen steps the men will take, as they have resolved not to undertake any such re sibility.

e Council of the Midland Institute of Mining Engineers, whose bers are scattered through the South and West Yorkshire coal fields, have their consideration the erection of a suitable building in which to hold their ings and conduct their business. It is also the desire of some of the repre- tives of collieries that the erection should also embrace a kind of coal exchange, e business could be transacted similar to those in existence in various parts of ntry. At the present time no such place exists in the vast Yorkshire coal In fact, the coal industry seems to be by itself in this respect, whilst other hes have their stated places for the transaction of business. We understand the project will be fully discussed at the general meeting of the Institute, which shortly be held. A committee will, doubtless, be appointed to lay the result the colliery owners, who, it is believed, will aid the Institute in carrying out portant and desirable an object.

REPORT FROM SCOTLAND.

July 2.—The Warrant Market has been pretty steady during the week, the price ranging betwixt 107s. 3d. and 110s. 6d. Yester- 110s. 6d. was the opening price, and business was done down to at which sellers remained. To-day the market was flat, and ness was done down to 107s. 3d. cash, closing firmer, buyers at

There is little or no change to report in makers' iron, but a re- ion of 20s. a ton has been declared by the malleable ironmasters.

			No. 1.	No. 3.
G. M. B., at Glasgow	(deliverable alongside)		112s. 0d.	110s. 0d.
Gartsherrie	ditto	ditto	122 6	112 6
Coltness	ditto	ditto	123 0	112 6
Summerlee	ditto	ditto	121 0	111 0
Carnbroe	ditto	ditto	116 0	111 0
Monkland	ditto	ditto	115 0	111 0
Langloan, at Port Dundas		ditto	120 0	112 6
Calder	ditto	ditto	121 0	112 6
Glengarnock, at Ardrossan		ditto	117 0	112 0
Eglinton	ditto	ditto	112 6	110 6
Dalmellington	ditto	ditto	112 0	110 0
Carron, at Grangemouth, selected,		ditto	122 6	—
Shotts, at Leith		ditto	121 0	112 6
Govan, at Boness		ditto	115 0	110 0
Jarrow			£13 0	
Tees			13	

SHIPMENTS.

Week ending June 29, 1872	Tons 16,599
Week ending June 28, 1873	12,107
Decrease	4,492
Total decrease since Dec. 25, 1872	140,283
ports of Middlesborough pig-iron into Grangemouth:—	
Week ending June 28, 1873	Tons 1801
Week ending June 29, 1872	490
Increase	1311
Total decrease for 1873	448

will be noticed above that the makers have been forced to re- the price of Finished Iron by 20s. a ton, in the face of dear iron coal, in order, if possible, to induce orders. The effect of the re- tion will take some days to show itself, but the *vis inertiæ* has not been in any way disturbed, and makers are as ill off for orders ver. In the hands of warehouse-keepers there are no stocks of equence, and if even a moderate demand was springing up sellers d secure the control of the market, and prices would necessarily nce. Shipments of every description of malleable iron ore are restricted.

als are firm in prices, according to quality, especially steam coal, which there is an extra demand for the East Indies, Watson's ker coal bringing the top price. The shipments of the week were heavy, 44,288 ing shipped, against 37,778 tons in the corresponding week of last year. No on has yet been come to on the "Special Rules," and the prolongation of the tation of the question serves the purpose of keeping up the prices in the mine, although the general trade of the county is retrograding. The bad effects ar fuel is leaving its mark on all our industries, and if the Home Secretary is to lay the additional burden of propping according to the Durham plan on ch colliers that will certainly not better the position for consumers.

AROE COAL FIELD.—Additional particulars respecting the some- remarkable coal fields which have been found in the Faroe Islands, and are about to be worked, have come to hand. The party of gentlemen who had out making preliminary arrangements for commencing operations find that island of Suderoe, the most southerly of the Faroe group, and a point border- on Tragisvaag Fjord, affords the best facilities for mining. The natives were d digging coals for their own use, and, taking advantage of the excavations, a ce of about 200 lbs. in weight was selected from the most extreme point of the , for the purpose of being tested. This was forwarded from Granton by rail nburgh, there to undergo an analytical inspection by Mr. Emerson Bainbridge, mer to the Duke of Norfolk, and other scientific gentlemen. The sample has appearance of Cannel coal, and will, no doubt, be known in the market by name.

e examination of candidates for certificates of competency under new Mines Regulation Act is now going on. There are about applicants, including several from England. The examiners are— rs. M'Cosh, Gartsherrie Ironworks; M'Creath, mining engineer, gow; and Mr. Greig, Coltness Ironworks; along with the secre- , Mr. C. Macpherson, writer, Glasgow.

ssrs. Cunliffe and Dunlop launched from their works, Port ow, an iron screw steamer, built to order of the Royal Asturienne Mining pany, and designed expressly for their ore traffic. The engines, which are at ent being constructed by the builders, are on the compound surface condensing ple, and will be fitted on board the vessel, now moored in their dock.

the West of Scotland Association of Gas Managers Mr. Malam, ston, described his device for lighting gas jets in lofty and inaccessible places principle of the "philosopher's lamp." A nozzle for hydrogen and a piece ay platinum are placed on either side of the burner, and a little above it, when the hydrogen is turned on from below it makes the platinum red-hot, itself ignited. It is directly above the jet of coal-gas. Mr. Malam is not as the inventor of this adaptation, which is peculiarly applicable to sun- s, &c., but his apparatus and experiments were made before any patent was out for it. Mr. Hall, Port-Glasgow, then read a paper on leakage, the laying ains, and the management of meters, which was received with much interest, gave rise to considerable discussion. He was followed by Mr. Hunter, of sgow, who described his method of using furnace refuse in one of the purifiers, ch he has found to answer the purpose, and save 25 per cent. of time.

TRADE OF THE TYNE AND WEAR.

July 3.—The Coal, Iron, and all other Trades indeed have been ex- mely quiet of late. As most of the coke made in the district, a considerable amount of the coal produced also, is contracted there is not a great deal which can be sold at the reduced price; market value of coke and manufacturing coal has, however, en lately, and coke in small quantities can now be had at 37s. 6d. ton, and the description of coal alluded to above at from 13s. to per ton at the pits' mouth. Pig-iron and also finished iron has been reduced in price lately, and pig-iron can now be got for future very (say for three months) at 110s., No. 3. It is curious that the demand for coal continues great and no reduction has yet taken place in the price; this, ever, is no doubt accounted for by the fact that until very recently there were ocks of house coal, and the absence of contracts in that branch of the trade. he iron shipbuilding and engine and foundry trades are very quiet men are n more plentiful than for a considerable time. Miners are also to be had in numbers, as men from other branches of trade continue to flock into the trade cted by the high wages, and this movement must ultimately affect the price bour in spite of the powerful action of the Trades Unions.

he new winnings for coal in the district are making good pro- ss. A new winning has been commenced at Nettlesworth, near wsworth, under the management of Mr. Daglish, of Tynemouth, advertisements are issued for tenders for the erection of a num- of dwelling-houses on the works. This new winning is at no t distance from the famous Pelton Fell Colliery, which has produced a large ntity of gas coal, and where a new shaft is in progress to win the Busby coking . The new shaft at Framwellgate Moor Colliery, to win the same seam, has n got down a considerable distance, and the coal is expected to be reached soon. new winning made by Mr. Bagnall, at Swalwell, has proved successful, a good e having been reached, and coal working has now commenced. On Alnwick r a colliery has been opened out, and coals are worked sufficient to supply most e residents in Alnwick, and part of the produce is to be sent to the Tyne for sale. he fellow-workmen of Mr. A. Roseby, engineer, of Hunwick and field Collieries, have presented that gentleman with a splendid timepiece and box of instruments, as a token of respect on the occasion of his leaving their collieries for East Howle.

Boring operations are, it is stated, about to be made within a short distance of Milford Junction, on the North Eastern System, with a view of ascertaining the nature, quality, and thickness of the coal in that district. The new project is about to be undertaken by the Co-operative Mining Society, who propose to divide the profits made between capital, labour, and the consumer. The society has secured the services of Mr. Geo. Baker Foster, of Cowpen Colliery, near Blyth, a gentleman well known in the North, as their mining agent, and it is understood they are about to enter into arrangements with the Diamond Boring Company with a view of testing a royalty about 480 acres in extent. The coal field is close to a branch of the North Eastern Railway, and in the event of the borings meeting the expectations of the society shafts will be at once put down.

THE CO-OPERATIVE COLLIERY SCHEME.—Part of the capital has been secured for the purpose of commencing this adventure, but a great deal more remains to be raised; great exertions have, however been made lately to induce the men to come forward and support the scheme, and we have reason to believe that those efforts will to a great extent prove successful. It must not be supposed that it will be an easy task to obtain the necessary capital to insure success for these works, as certainly nothing less than 100,000*l.* ought to be raised in order to insure success. And although the men are earning high wages, a very large portion of them are spending the money pretty freely, and this applies especially to the Durham men. The Northumberland miners are very thrifty, but a great portion of them have already invested their savings in building societies, co-operative groceries, flour mills, &c., and their hands are tied to a great extent; if, however, the men of Durham were to follow their example generally they might soon raise sufficient funds to float such works as those projected.

NORTH OF ENGLAND IRON TRADE.—The Quarterly Meeting, held at Middlesborough on Tuesday, was better attended than has usually been the case, there being much anxiety on all hands to learn the probable condition of the trade for the remainder of the season. Though there seemed to be a general opinion thas some revival may be anticipated, its probable extent and character could in no wise be satifactorily determined. It is felt that much will depend upon the coming Staffordshire meeting. That there is some improvement likely is admitted on all hands. This was shown by the number of enquiries for pig iron which appeared to-day, and the difficulty sellers felt in making contracts, owing to the limited quantities of iron they have uncontracted for, thus showing that purchases have been largely made forward. The late undefined and wide range of prices assumed more shape; there was not the same wide discrepancies there have been of late in the rates of buyers and sellers, and an almost uniform price was quoted by makers for the next quarter for No. 3, 110s. being the figure, about 112s. 6d. being the rate for present delivery. Forge-iron is much lower proportionately: for the same date 97s. 6d. to 102s. 6d. is about the rate. There are better enquiries for finished iron, and the prices are about the same. There were amongst those present representatives of the iron trade from France, Belgium, &c., and also gentlemen from the Midlands, Glasgow, Manchester, and London. There were a few exhibitions in the body of the hall, consisting mostly of articles which have been previously described. Mr. Charles Wood, of the Teeside Works, exhibited his slag-sand, shown at the last meeting, and bricks and concrete made therefrom. He also showed models of his machine for manipulating iron and slag. One was to break up the iron as it leaves the blast furnace, and thus prepare it for the Danks process. A coal cutting machine, specimens of patent fuel, a section of the Howard boiler, &c., were shown.

REPORT FROM MONMOUTH AND SOUTH WALES.

July 3.—It is usual in this, as well as other districts, that a little slackening should take place in the Iron Trade as the mid-year is reached, and hence the quietude which has been noticed during the past week. It is at least some consolation to be able to account for an inactive state of things when it occurs. The first half of the year has been completed, and both makers and buyers pause to see what has been done and what is to be done. Upon only the second quarter of this year can Welsh makers look back with any degree of satisfaction. The quarter ending March was little better than a blank, for all the leading establishments were closed, the workers being on strike. Since then the trade has prospered steadily, and all the works have been actively employed. They still continue well employed, and but few complaints emanate from makers, nor is there any apprehension evinced that work will run short for some time to come. It is true that, unless new orders come to hand shortly, there must be a slackening of operations.

As to what the position of the trade will be in the second and last half of the year there are various opinions expressed, but none, of course, can speak positively on the matter. Buyers look for lower quotations, and will, no doubt, purchase sparingly for a week or two, to see what makers will do. Possibly there will be some little concession made, but it cannot be much. Makers are necessarily firm in their quotations, for if they were much lower they could derive no benefit at all from keeping their large establishments going. They regard the trade as in a fairly healthy state. The market is not over supplied, and an extensive consumption must go on. Rail making, however, continues by far the most active branch of the trade in this district, and there is every reason to believe that large quantities of railway iron will be purchased between this and the fall of the year. Cyfarthfa, and some other establishments, have, however, been more actively employed on bar and other orders of late. During the last few days the exports have been as follows:—Nant-y-Glo and Blaina Company, from Newport to Riga, 900 tons of rail; Dowlais Iron Company, from Cardiff to Stettin, 1200 tons of rail—917 tons to Riga, and 560 tons to New York; Blaenavon Iron Company, from Newport 680 tons of rail to Ibrail; Ebbw Vale Company, from Newport 950 tons of rails to Cronstadt; Page and Uhlen, 17 tons of hoop iron to Palamos; R. Brotherhood, 70 tons of bolt and rod iron to Pernambuco; W. Anning, 450 tons of rail to Rio de Janeiro; R. Crawshay, from Cardiff 233 tons of bar to Naples; Aberdare Iron Company, 220 tons of rail iron to Aarhus; Guest and Company, 248 tons of rail iron to New York; and the Aberdare Iron Company, 155 tons to Esbjerg.

The dividend for the Ebbw Vale Steel, Iron, and Coal Company for the past half-year is 7s. 6d. per share, which, with the previous distribution of 12s. 6d., makes 20s. per share for the year. This is about 4 per cent. on the capital employed, which is a fact well worthy the attention of Trades Union agitators, who are constantly crying out about the enormous profits being made by the iron and coal masters. The capital of the Ebbw Vale Company is over 2,000,000*l.*, and they have some of the finest iron-making establishments in the kingdom, and they have also extensive steel works; yet with all these vast works, and many advantages, the disturbances in the labour market during the first months of the year, and the difficulty of getting the men to work with regularity, have so seriously interfered with the profits, that shareholders are only to get 4 per cent. per annum on a precarious investment that ought to realise, in such times as the present, at least 12 to 15 per cent. per annum.

The Tin-Plate Works are in pretty good employ, and the trade shows some improvement.

There has been an upward tendency evinced in the Coal Trade, and prices are now but a shade lower than they were early in the year. The demand for steam coal is much about the same. There is a better enquiry for house coals, and instead of prices being further reduced, as some predicted, quotations have been advanced, and buyers show a disposition to purchase more freely, as it is not iikely that they can gain much this year by postponing transactions.

On Monday afternoon the No. 1 furnace on the Maesteg—or Old Works—property of the Llynvi, Tondu, and Ogmore Company was "blown in." This operation is always an interesting and important one, from its influence on the trade of any locality, and is especially so in this instance, because this part of the works has been idle for a long time. The necessary steps were commenced previous to the acquisition of the property by the above company, who have carried on the work in the face of great difficulty as to labour and supplies of material, but the difficulties have been surmounted, and a start made, while No. 2 furnace has also been pushed forward to a point near completion, and will also be ready in a very short time. The latest improvement have been introduced in all the arrangements, so far as was possible in the re-construction of an old works. On the top of the furnaces well-placed roads have been laid down, and capacious stocking places made for the mineral and fuel. These furnaces have hitherto been worked upon the open-top principle, but have now been so adapted as to utilise the waste gases. These gases, composed principally of carbonic oxide, are conveyed from the furnace by tubes to a large gas main carried along the back of the furnace on to the blast-engine boilers. Down-comer tubes take them to culverts running in the front of the heating-stoves, from whence they pass into gas-boxes, arranged to burn them upon the Argand principle, and suitable air and gas valves are conveniently placed for regulating the quantities to be admitted for their complete combustion. This is the most approved way of burning the gases, and its introduction is new to this part of the country. The stove pipes are of U-shape, and are so arranged that they give a high and very uniform temperature; several of the same pattern are at work at the Llynvi furnaces, and we believe have given highly satisfactory results. The blast connections, valves, and water-pipes are all of the most approved kind. The blowing-engine has been thoroughly overhauled, and one of Morton's Ejector Condensers applied, which, when we saw it at work, was giving a steady vacuum of 11 lbs. The application of gas to the stoves and boilers renders it almost unnecessary to use coal, and the consequent economy will be apparent to all who understand iron manufacture. By the relining of the furnace an improved interior section has been obtained, and this is important as bearing upon the extent and regularity of the production of pig-iron, and the economy of fuel. The system of removing cinder or slag from the furnaces is the same as that recently introduced at the Llynvi Works, and we believe is not in operation at any of other works in South Wales. Arrangements are made by which horse-power will be dispensed with altogether, and everything done by locomotives. The action of the furnace since the blowing-in has been exceptionally good, and the quantity of iron made unusually large. The whole of the excellent arrangements we have thus described were designed and carried out by the able general manager, Mr. James Colquhoun, whose management at Llynvi has been so successful and profitable. We are sorry to add that he will not long remain at Maesteg, being about to take charge of the extensive establishment at Tredegar, which is one of the largest works in South Wales.

Our Swansea correspondent writes—The imports of foreign copper into Swansea during the quarter ending June 30 amounted to 8717 tons of ore, 5029 of regulus, and 658 of copper. The exports during the same period were 1333 tons. The quantity sold at the ticketings for the quarter was, of foreign and British produce, 6652 tons, realising 102,521*l.* The stocks of foreign copper remaining unsold represent about 6430 tons of fine copper. The next public sale takes place on Tuesday, when 1710 tons of British and foreign ores will be sold. The dispute between some of the smelters and their workmen gave rise to a little unsteadiness, which, however, has regained tone, and furnace material is quoted at 16s. per unit, at which price 200 tons of regulus changed hands on June 27. The trade of the port continues brisk, and steps are being taken by the Harbour Trustees to prepare for the changes contemplated by the introduction of Mr. Plimsoll's Bill. The tin and spelter works of the Swansea Valley remain in full work, and several of the latter have large orders on hand. A local colliery firm advertises for 500 acres of coal in the vicinity of Swansea.

The arrivals at Swansea include—the William Edmond, B., Bilboa, 230 tons iron ore, Landore Siemens Steel Company; Victorine, F., St. Malo, 120 iron ore, Letricheux and David; Laudais, F., Brent, 65 pitwood, order; Brennus, F., Faon, 125 loads pit-props, Chemical Company; Cyrus, B., Port Nolloth and Hondeklip, 638 copper ore, Richardson and Company; Maurice, F., St. Malo, 300 iron ore, Letricheux and David; Ernest Augustine, F., St. Malo, 100 iron ore, Letricheux and David; Duc Cecilie, Ity., Carthagena, 700 iron ore, Landore Steel Company; Album, Ity., Carthagena, 710 iron ore, Landore Steel Company; Jenny No. 2, F., L'Orient, 70 loads pitwood, Governor and Company; Maria Garajina, Ity., Carloforte, calamine, Vivian and Sons; Leander, B., Almeira, 256 calamine, Vivian and Sons; Golconda, B., Carrizal, 750 copper regulus, Richardson and Company; Urin, Parma, 470 tons iron ore, to order; Magnet, Bilboa, 230 tons iron ore, Sloane Richards; Havre, from Havre, with 25 tons of copper ore, for Bath and Sons; 31 packages of old copper for Vivian and Sons; Noisillac, from Bilboa, with 105 tons of iron ore, to order; Elise Albert, from St. Malo, with 140 tons of iron ore, for Letricheux and David; Louisa Ann, from Bilboa, with 170 tons of iron ore, for W. Y. Edwards, Cardiff; Norma, from Bilboa, with 135 tons of iron ore, for Strick and Sons.

[We are requested to state that Mr. Temple Weightman holds no office or appointment whatever in connection with the Blaenavon Ironworks or Collieries.]

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

July 3.—Circulars have been issued this week by several of the leading ironmasters in South Staffordshire announcing a reduction of 40s. per ton in the price of finished iron. The Earl of Dudley, Messrs. W. Barrow and Sons, Messrs. Bradley and Co., Philip Williams and Son, the Chillington Company, Messrs. Bagnall and Son, and others, quote marked bars 14*l.*, and sheets (singles) 16*l.* per ton. The list of Messrs. Thorneycroft gives 14*l.* 10s. as the price of bars, and 16*l.* 10s. as the price of sheets. The makers of galvanised sheets quote 23*l.* for corrugated 20-guage, but there is a great scarcity of orders. Second-class firms quote bars 12*l.* to 13*l.* and sheets (singles) 14*l.* per ton. The announcement of the British Iron Company has not yet appeared, but a similar intimation from this firm is expected during the next few days. The pig-iron makers are quoting good brands of "all mine" 6*l.* 10s. to 6*l.* 15s., being fully 1*l.* lower than the prices ruling last Quarter-day. Very best brands are, of course, higher than this last, although in all qualities indications of weaker prices are observable. There is no immediate prospect of additional furnaces being put in operation, although the large number of 65 are still out of blast.

The Coal Trade of South Staffordshire is without material change in regard to price, but the demand is so quiet that the collieries, as a rule, are not doing more than half-time. Should this policy be strictly observed there is no reason why prices should come down, but it remains to be seen whether the coalmasters will be better off in the end than though they had so far reduced prices as to encourage a demand. New bore-holes are being put down at Bentley, on the estate of the Earl of Lichfield, by Messrs. John Bagnall and Sons (Limited), to prove the mineral value of the property. The Huntington boring, near Stafford, is progressing satisfactorily. So great is the interest excited by this undertaking that it has been found necessary to enclose the site of the boring lest the number of visitors should interfere with the operations. The boring is proceeding in a very satisfactory manner.

Mr. Walter Ness, mining engineer, of Pelsall, whose heroic efforts to rescue the entombed miners in the Pelsall Hall Colliery can never be forgotten in this district, has been appointed by the Government to superintend the working of the collieries about being opened out in Central India.

A noteworthy fact in connection with the high price of iron is the large substitution of wood for that material wherever practicable. This is especially the case in regard to canal boats, and we are informed on reliable authority that not a single iron boat is now in course of construction in the district.

The prices of shares in coal and iron companies are quoted as follows on the Birmingham Exchange:—Cannock and Huntington Colliery (Limited), $\frac{1}{4}$ prem.; John Bagnall and Sons (Limited), $\frac{7}{8}$ prem.; Sandwell Park Colliery, 210, sellers; Chillington Iron, $8\frac{3}{4}$; Muntz's Metal, $2\frac{1}{4}$ prem.; Patent Nut and Bolt, $\frac{1}{8}$ prem.; Patent Shaft and Axle, 8 prem., buyers; Birmingham Small Arms and Metal Company, $12\frac{1}{2}$, sellers; and Birmingham Wagon, $15\frac{7}{8}$, buyers. The market shows considerable firmness.

In the North Staffordshire Iron Trade prices have been weakened by the action taken by the ironmasters in the south part of the county, but no official intimation of a reduction has been issued up to the time we write. Coal is in more plentiful supply, and prices are irregular.

NORTH STAFFORDSHIRE COAL AND IRON TRADE.—The quarterly meeting of the North Staffordshire Coal and Iron Masters' Association was held on Thursday, at Stoke-on-Trent, Mr. Wragge in the chair. The meeting was very unimportant, as regards the business transacted. It was stated that the course taken by the South Staffordshire ironmasters in reducing the prices of finished iron had greatly disturbed the trade; while the reports as to North Staffordshire showed that business was in a quiet condition pending the Birmingham quarterly meeting, and prices were unsettled in every department.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

July 3.—Lead mining in Derbyshire has undergone no change since last report. We have heard of one or two proposals to form companies, but they have not made much headway, such speculations being looked upon rather suspiciously. There are, however, some few really good concerns in the hands of Sheffield companies, but as a rule private mines are those that pay the best. Of this there is a proof in the position held by the Wass family, whose spirited enterprise has placed them in the first position in connection with the lead mines of the county. The collieries are doing a very good business indeed, considering that we have now got into the heart of summer. The London trade is much better than it has been, and a large tonnage is being sent from Clay Cross, Langley Mill, Eckington, Codnor Park, and Pinxton. The pits belonging to the Staveley Company are also raising a full average tonnage of coal, and sending it in nearly all directions. At Sheephridge, also, there is considerable activity at the collieries. The development of the minerals in the neighbourhood of Dronfield is being pushed forward with energy, and a considerable tract of coal of the Silkstone seam, which will, probably, reach close upon 6 ft., has been taken by the Dronfield Silkstone Coal and Coke Company. In the same locality a considerable number of additional coke ovens are about to be put up, so as to keep pace with the demand for the works in the district and in other places. The position of the Iron Trade has been well maintained in all parts of the county from Dronfield to close upon Nottingham. A great deal of mill, girder, and other work is being turned out along the course of the Erewash Valley, whilst the blast-furnaces have been kept fully going. Every description of foundry work has been for some time past in very brisk request, the Staveley Company, amongst others, making vast quantities of every description of pipes and general castings.

The heavy iron and steel works in Sheffield are doing very well, but the lighter branches are still very quiet. The strike of the engineers and the unsettled state of some other trades have so far not retarded the progress of the general trade of the town. The mills engaged in the production of heavy armour-plates are working very steadily, as are those rolling those adapted to the requirements of ship and boiler plates. Most of the cutlery branches are very quiet, and in not a few instances the workmen continue on short time. Every description of railway material is in good request, whilst the makers of Bessemer steel continue as busy as ever, the rail mills in particular being very active. Springs, tyres, axles, and other forgings of the same material are still as in active demand as ever they have been. The South Yorkshire coal trade is unusually brisk for the time of year, and what is still more astonishing is that the orders just now for house coal for the metropolis are unusually large. It is evident that the consumers are afraid of

a great advance in prices, and are, therefore, laying in stocks for winter, and thus actually doing what it is their desire to prevent. A more suicidal policy, or one better adapted for increasing prices, could not be pursued.

At the Darfield Main Colliery, which it will be recollected last year caught fire near to the furnace, necessitating the flooding of all the works, considerable progress has been made in getting the water out, and the bottom has been nearly reached. A powerful fan for the purpose of ventilation has been at work for some time.

RAILWAY ENTERPRISE IN FRANCE.—A company has recently been registered, under unusually influential auspices, which is designed to assist the French people in the construction of certain public works of European utility. The earlier French railways were built by English contractors, but prior to the Franco-German war the financial and engineering energy and resources of France were sufficient for every need, and owing to the absence of parliamentary expenses, which in this country sometimes equal the cost of a continental railway, no lines in Europe have been more remunerative than those of France. The French people, impoverished by the war, are now again obliged to seek foreign aid to execute necessary works, and to meet this want "The French Railways General Extension Company (Limited)," has been founded, with a capital of one million, of which three-fifths have been subscribed by the founders. It is proposed to build a railway direct from Calais to Marseilles, for which concessions and subsidies have been obtained from the departments traversed, and hereafter to engage in other enterprises. To English travellers to the East this railway will have more than the claims of an ordinary enterprise. The prospectus will appear in next week's Journal.

TIN ORE SOLD IN LONDON, 1st JULY, 1873.

Qnty. cwts.	Price. £ s. d.	Purchasers.
40	74 10 0	Bolitho and Sons. Calenick Smelting Co.
40	17 10 0	Ditto ditto.
273	43 0 0	Ditto ditto.
110	80 15 0	Ditto ditto.
15	76 0 0	Ditto ditto.
15	70 10 0	Ditto ditto.
7	79 5 0	Ditto ditto.
8	56 10 0	Ditto ditto.
2	40 0 0	Ditto ditto.
4	44 0 0	Ditto ditto.
20	80 10 0	Ditto ditto.
155	21 10 0	Ditto ditto.
30	79 15 0	Ditto ditto.
115	73 15 0	Ditto ditto.
50	82 5 0	Ditto ditto.
150	82 5 0	Ditto ditto.
110	79 0 0	Ditto ditto.
74	79 0 0	Ditto ditto.
60	21 10 0	Charlestown Smelt. Co.
34	51 0 0	Ditto.
100	81 17 6	Ditto.
55	80 0 0	Ditto.
10	81 15 0	Ditto.
184	78 17 6	Ditto.
60	76 10 0	Ditto.
1	45 15 0	Ditto.
80	57 0 0	Ditto.
5	80 15 0	Redruth Smelting Co.
5	80 15 0	Ditto.
9	80 0 0	Ditto.
33	55 0 0	Ditto.
5	76 10 0	Ditto.
12	55 0 0	Ditto.
73	78 0 0	Ditto.
50	50 0 0	Ditto.
15	17 10 0	Ditto.
90	76 0 0	Ditto.
360	71 5 0	Redruth Smelting Co. Tamar Smelting Co.
330	71 5 0	Ditto ditto
37	55 0 0	Tamar Smelting Co.
150	82 5 0	Ditto.
68	74 10 0	Ditto.
10	49 0 0	Tregoning and Co.
8	43 0 0	Ditto.
11	23 15 6	Ditto.
140	79 0 0	Ditto.
35	41 10 0	Ditto.
60	78 5 0	Ditto.
25	77 10 0	Ditto.
35	71 5 0	Ditto.
100	77 0 0	Ditto.
88	82 5 0	Ditto.
55	68 15 6	Williams, Harvey, & Co.
34	81 10 0	Ditto.
71	53 0 0	Williams, Harvey, & Co.
51	61 0 0	Ditto.
50	82 5 0	Ditto.
30	77 10 0	Ditto.
40	77 5 0	Ditto.
90	76 0 0	Ditto.
135	71 5 0	Ditto.
135	70 10 0	Ditto.
65	69 15 0	Ditto.
25	52 0 0	Ditto.
30	80 10 0	Ditto.
35	40 0 0	Ditto.
20	33 0 0	Ditto.
30	36 0 0	Ditto.
2	27 10 0	Ditto.
1	81 5 0	Ditto.
35	28 10 0	Ditto.
85	23 0 0	Ditto.
1	11 10 0	Ditto.
15	33 10 0	Ditto.
19	28 0 0	Ditto.
15	12 10 0	Ditto.
15	49 0 0	Ditto.
50	74 5 0	Ditto.
24	49 0 0	Penpoll Smelting Co. Charlestown Smelt. Co.
140	79 0 0	Penpoll Smelting Co.
110	64 5 0	Ditto.
5	78 5 0	Ditto.
45	68 5 0	Ditto.
26	79 0 0	Ditto.
80	44 0 0	Daubuz and Co.
15	79 0 0	Ditto.
90	82 0 0	Ditto.
155	79 0 0	Ditto.
224	82 5 0	Ditto.
180	81 5 0	Tregoning and Co. Charlestown Smelt. Co.
497	73 15 0	Williams, Harvey, & Co. R. R. Michell and Co.
39	80 0 0	R. R. Michell and Co.
151	80 0 0	Ditto.
40	82 5 0	Ditto.
336	72 0 0	Bolitho and Sons. R. R. Michell and Co. Calenick Smelting Co. Daubuz and Co.
181	79 0 0	Bolitho and Sons. Calenick Smelting Co.
211	Not sold.	
30	Not sold.	
80	Not sold.	
35	Not sold.	
28	Not sold.	
29	Not sold.	

EACH COMPANY'S PURCHASE.

Daubuz and Co.	Tons 35 9	Penpoll Smelting Company	Tons 16 18
Bolitho and Sons	37 0	Calenick Smelting Company	36 19
Williams, Harvey, and Co.	69 2	Charlestown Smelting Company	33 6
Tregoning and Co.	30 2	Tamar Smelting Company	21 15
R. R. Michell and Co.	35 0		
Redruth Smelting Company	21 0	Total	361 14

TIN ORE SOLD IN LIVERPOOL, 1st JULY, 1873.

Qnty. tons.	Price. £ s. d.	Purchasers.
8	40 0 0	Bolitho and Sons. Tregoning and Co.
5	40 0 0	Charlestown Smelt. Co.
4½	49 0 0	Penpoll Smelting Co.
6	73 10 0	Tregoning and Co.

EACH COMPANY'S PURCHASE.

Bolitho and Sons	Tons 4 0	Penpoll Smelting Company	Tons 4 5
Tregoning and Co.	10 0	Charlestown Smelting Company	5 0
Total	Tons 23 5		

TIN.—(Messrs. Van Houten and Ebeling, Rotterdam, June 30).—On May 31 the directors of the Dutch Trading Company gave notice that the two autumn sales of Banca tin will not exceed 3,000 slabs each. Notwithstanding this important announcement the tin market opened dull this month, and under the influence of the threatening aspect of monetary affairs and the heavy depreciation in the London market, holders continued free sellers at a further decline. However, during the last two weeks the market has assumed a much improved tone, and with less offering prices have entirely recovered the recent fall, closing about 2½ fl. above last month's quotations. Banca was in limited demand at 80 fl. in the beginning of the month, and gradually give way to 79 fl. Towards June 12, the decline at last attracting the attention of buyers, a better demand set in, and in the course of a week the price improved to 81 fl. Contracts for autumn delivery changed hands from 79½ to 83½ fl. Billiton, owing to the moderate supply for sale, has been neglected throughout the month. A few landing lots found buyers from 80 to 82 fl., while a considerable business took place in parcels "to arrive" from 78¼ to 82½ fl. 9000 peculs Billiton offered in public sale at Batavia on June 3 fetched the average price of 84½ fl., costing to sell here about 78¼ fl. by steamer. Next sale, comprising the same quantity, is advertised for Monday, Aug. 4. The position of Banca tin in Holland on June 30, according to the Official Returns of the Dutch Trading Company, was:—

		1873.	1872.	1871.
Import in June	Slabs	13,515	7,965	16,864
Total six months		121,862	51,922	66,714
Deliveries in June		11,467	12,147	18,300
Total six months		72,119	51,785	87,449
Stock second-hand		37,486	35,082	64,243
Total stock		150,708	66,539	130,244
Afloat	Peculs	15,900	10,800	14,600
Statement of Billiton:—				
Import in June	Slabs	7,800	1,000	10,300
Total six months		35,120	19,308	28,522
Deliveries in June		5,900	5,177	10,800
Total six months		37,340	20,333	23,771
Stock		12,653	2,731	6,151
Afloat	Peculs	7,966	8,020	7,999
Quotation of Banca		82½ fl.	95 fl.	79 fl.
June 30 of Billiton		82	93	77¾

These combined returns of Banca and Billiton for 1873, compared with those for 1872, exhibit—An increase of the import for June of 361 tons, an increase of the import for the six months of 2680 tons, an increase of the deliveries for June of 2 tons, an increase of the deliveries for the six months of 1167 tons, an increase of the stock second-hand of 385 tons, an increase of the unsold stock of 2555 tons, an increase of the total stock of 2940 tons, a decline of the quotation of Banca of 29/. 16s. per ton. The Government returns for the month of April are as follows:—

EXPORT OF TIN FROM HOLLAND.

	April. 1873.	1872.	1871.	Four months. 1873.	1872.	1871.
Germany	Tons 344	278	453	1090	900	974
England	199	72	152	698	67	515
Belgium	102	79	88	336	376	223
France	60	10	47	167	32	137
Hamburg	70	20	49	127	96	72
United States	—	—	—	—	—	—
Other countries	8	9	42	27	24	71
Total	783	128	831	2443	1495	1992

COPPER.—(Messrs. Vivian, Bond, and Watson, Liverpool).—During the past month the price of bars fluctuated about 2/. per ton, Lota brand selling at 80/. to 81/. 10s., good ordinary 80/. 10s. to 84/., and first brands at 84/., usual cash terms, with 1/. to 2/. more for extended prompts. The Liverpool smelters have taken 900 tons regulus at 15s. per unit. Chili charters have been advised as follows for the month of May:—2nd to 17th, 1200 tons fine in ore and regulus, 700 tons in bars=1900 tons; 17th to 2nd June, 1100 tons fine in ores and regulus, 800 tons in bars=1900 tons, or 3800 tons for the month, the quotation at the latter date being £18·40 per quintal on shore in Valparaiso, or equal to about £57. 10s. to sell here, without commission on either side, the estimated stock on the Coast on June 2 being 5200 tons against 5500 tons on May 17, and 4300 on May 2. The market closes very quiet, and we quote Lota 80/. to 81/., good ordinary brands 81/., first brands 82/., but these quotations are rather nominal. Arrivals from West Coast, S.A., during the past month:—Garonne, from Guayacan, 100 tons bars, 100 tons ingots; Garonne, from Valparaiso, 355 tons bars; Bodrhyddan, from Valparaiso, 91 tons bars; Cordillera, from Arica, 360 tons bars, 100 tons ingots; Corcovado, from Huasco, 2 tons ores; Corcovado, from Valparaiso, 123 tons bars; Glencoyn, from Valparaiso, 20 tons bars; Cuzco, from Caldera, 255 tons bars; Cuzco, from Guayacan, 240 tons bars, 150 tons ingots. At Swansea—Madeline, from Carrizal, 545 tons regulus; Pacific, from Lota, 625 tons bars; Golconda, from Carrizal, 750 tons regulus. Stocks of copper produce (Chilian and Bolivian) are—

	Ores.	Regulus.	Bars.	Ingots.	Barilla.
Liverpool	307	74	15,419	910	—
Swansea	2582	4157	3,419	—	—
Total	2889	4231	18,838	910	—

Representing about 22,400 tons fine copper, against 15,335 tons June 30, 1872; 23,100 tons June 30, 1871; and 17,441 tons June 30, 1870.

THE CORNISH MINER.—Under this title an interesting tale, by Elizabeth Michell, has just been published—(London: Houlston and Sons, Paternoster-square.—Truro: J. R. Netherton)—which will doubtless be extensively read not only amongst Cornish miners, but by all who are concerned for that very useful and hard-working class. The tale is short, but is written in an admirable style, and with undoubtedly good taste, whilst the entire narrative, being founded on facts, greatly enhances its value.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
June 23	South Ward	8	£22 2 6	Treffry Estate.
—	ditto	5	9 0 0	Vivian and Sons.
28	Tankerville	100	16 12 6	Pontesford Smelting Co.
July 1	Cae Conroy	25	16 6 0	Nevill, Druce, and Co.
—	Rookhope	35	14 17 0	London Lead Company.
3	Van	152	16 11 6	Mining Co. of Ireland.
—	ditto	60	16 16 6	ditto
—	ditto	76	16 10 6	Weston and Sons.
—	ditto	76	16 14 6	ditto
—	ditto	76	16 16 6	ditto
—	ditto	60	16 19 0	ditto

BLENDE.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
July 3	Van	150	£1 1 17 0	Dillwyn and Co.

BLACK TIN.

Date.	Mines.	Tons	c. q. lb.	Price p. ton.	Amount.	Purchasers.
June 28	Pedn-an-drea	8	18 3 12	£80 2 6	£716 10 10	Trethellan.
—	West Godolphin	5	17 2 26	76 12 6	451 1 0	Bolitho.
July 1	Wheal Uny	6	17 3 14	78 5 0	539 8 9	Tamar.
2	Penhalls	14	18 0 19	78 15 0	1174 0 10	Daubuz.
—	Blue Hills	5	5 0 20	—	390 4 4	ditto
—	Furze Hill	3	1 2 13	—	234 18 2	—

COPPER ORES.

Sampled June 18, and sold at Tabb's Hotel, Redruth, July 3.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Carn Brea	75	£3 3 6	West Seton	30	£4 11 0
ditto	61	2 19 0	ditto	28	4 7 0
ditto	58	2 14 6	South Carn Brea	43	4 8 0
ditto	50	1 13 0	ditto	42	4 6 0
ditto	44	3 3 6	ditto	32	6 17 6
ditto	6	7 15 6	ditto	29	16 4 0
South Wheal Crofty	78	1 18 0	ditto	8	4 10 0
ditto	77	1 16 6	East Pool	69	1 19 0
ditto	47	2 17 6	ditto	35	2 14 0
Mellanear	68	1 15 6	ditto	30	3 3 0
ditto	64	1 15 0	Poldice	25	3 4 0
ditto	27	7 4 0	New Rosewarne	20	6 3 6
ditto	20	1 19 0	ditto	5	7 2 6
West Seton	48	0 17 0	West Gorland	20	2 12 0
ditto	40	4 19 0	South Dolcoath	15	6 0 0
ditto	31	6 16 0			

TOTAL PRODUCE.

Carn Brea	294	£844 19 6	East Pool	134	£323 11 0
South Crofty	202	423 17 0	Poldice	25	80 0 0
Mellanear	179	466 2 0	New Rosewarne	25	159 2 6
West Seton	177	707 18 0	West Gorland	20	52 0 0
South Carn Brea	145	949 16 0	South Dolcoath	15	90 0 0

Average standard £9 94 12 0 | Average produce 6½
Average price per ton £3 7 6
Quantity of ore 1216 | Quantity of fine copper 78 tons 13 cwts.
Amount of money £4097 6 0
LAST SALE.—Average standard £91 7 0 | Average produce 8½
Standard of corresponding sale last month, £96 12 0—Produce, 7½.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Names.	Tons.	Amount.
Vivian and Sons	282	£764 19 6
Nevill, Druce, and Co.	333	917 6 6
Williams, Foster, and Co.	100	176 14 0
Mason and Elkington	202	416 7 0
Copper Miners' Company	307	1821 19 0
Total	1216	£4097 6 0

NO SALE on Thursday next, July 10.

Copper Ores for sale at the Royal Hotel, Truro, on Thursday week.—Mines and parcels.—Devon Great Consols 1387—Marke Valley 509—Hingston Down 415—South Caradon 410—East Caradon 300—Glasgow Caradon 190—Gunnislake (Clitters) 169—West Martyn and Fortescue 140—Wheal Crebor 130—West Caradon 119—Belford United 90—Wheal Russell 66—Wheal Friendship 36.—Total, 3961 tons.

COAL AND GAS NUTS.

PARTIES desirous of TENDERING for the SUPPLY of COAL and GAS NUTS, to be delivered in trucks to Cannock Station (probable quantity required from 500 to 600 tons), are requested to forward Tenders at once, addressed to "The Board of Directors," Gasworks, Cannock.

TO COALMASTERS, AND OTHERS INTERESTED IN MINING.

THE UNWORKED PORTIONS of the LOWER MINES in the ESTATE, belonging to S. G. H. BEAUMONT, Bart., at COLEORTON, in the county of LEICESTER, containing SEVERAL HUNDRED ACRES, are now OFFERED TO CAPITALISTS, and may be made the subject matter of TREATY BY LEASES.

These mines are now worked extensively in the neighbourhood, and command a ready market for steam and household purposes. The estate communicates with the Midland Railway by the line of the Coleorton Railway, and the line of the Derby and Ashby de-la-Zouch Railway, and so is most favourably situated for the development of the coal field.

Application for permission to view may be made to Mr. E. FISHER, Solicitor, Ashby-de-la Zouch; or to Mr. J. T. WOODHOUSE, Civil and Mining Engineer, Derby.

TIN AND COPPER MINE.

THE LESSEE of an EXTENSIVE and VALAUBLE MINING PROPERTY, situate in one of the best mineral producing districts in the county of CORNWALL, seeks the ASSISTANCE of an INFLUENTIAL GENTLEMAN in FORMING a COMPANY to WORK the same. Several large lodes containing mineral near the surface have been discovered; one of these lodes has been wrought on to a shallow depth, and tin returned from it of the value of about £20,000 sterling, when the price was from 30 to 50 per cent. less than it is now. This lode drained, an immense quantity of tinstuff would be available for stamping, and monthly returns of tin could be regularly made.

The property adjoins mines which have paid the adventurers immense profits, and has the advantage of being near a sea port.

For further particulars, and reports from the most eminent mining authorities, apply to Mr. E. PEARCE, Biscovey, Par Station, Cornwall.

MINING MACHINERY.

THE UNDERSIGNED have FOR SALE a LARGE STOCK of SECONDHAND MINING MACHINERY and MATERIALS, including Cornish PUMPING ENGINES; BOILERS, from 6 to 12 tons each; PITWORK, of all sizes: Cornish CRUSHERS; STAMPS AXLES; iron FLAT RODS, and other materials in general use in mines, &c. F. W. MICHELL AND CO.

East Carn Brea, Redruth, Cornwall.

PUMPS WANTED.

WANTED TO PURCHASE, GOOD SECONDHAND PUMPS, of the following dimensions:—

The WORKING PARTS of a LIFTING SET, for sinking purposes, 15 or 16 in. diameter, 9 ft. stroke.

A 7 in. FORCING SET, 9 ft. stroke, about 15 fathoms, with all working parts complete.

About 130 fms. of common PUMPS, 14 in. diameter.

48 pairs STRAPS for pump rods, about 18 ft. long, 6 or 8 in. broad, 1¼ in. thick in the middle, and ¾ in. at the ends.

A horse main and tail CRAB.

Any stating where machinery can be seen, price per ton for pumps, &c., and proof labs, delivered to the nearest railway station, to "M. R.," MINING JOURNAL Office, 26, Fleet street, London, E.C.

TO MINE OWNERS.

GOODLASS, WALL, AND CO., 42, SEEL STREET, LIVERPOOL, are open to BUY—

FINEST GYPSUM
" SULPHATE BARYTES
" CARBONATE "
" OXIDE OF IRON
" YELLOW OCHRE
} In quantities.

Apply, with samples and prices, as above.

RARE OPPORTUNITY FOR MAKING A FORTUNE.

TO BE SOLD, PART or ENTIRE (former preferred) of a COLLIERY ROYALTY in NORTH WALES, bordering on the London and North-Western Railway, and close to a shipping port. There are several shafts partially sunk, some requiring to be sunk still deeper, but operations stopped for want of capital. There are four seams of good house and steam coal proved in an area upwards of 400 acres of surface. Holder will sell the entire, including the present plant (not sufficiently powerful for sinking further) for £4000, but would prefer taking a PARTNER, who would advance the necessary capital for half profits, which in the present state of the coal trade are almost fabulous.

Address, "Vulcan," care of Mr. Watson, 15, Fenwick-street, Liverpool.

GLAMORGANSHIRE, SOUTH WALES.

TO BE SOLD, BY PRIVATE CONTRACT, TWO VALUABLE COLLIERIES, in working order. One steam coal and the other anthracite, about 12 miles distant from Swansea, connected with railway and canal; about 200 acres. The coal is of the best quality, and fetches a high price.

For further particulars, apply to Mr. JAMES KEMPTHORNE, Solicitor, Neath.

MINERALS IN AYRSHIRE TO BE LET.—HEMATITE IRON, LEAD ORE, AND SLATE QUARRIES in the MARQUIS OF AILSA'S ESTATE of CRAIGLURE, in the parishes of BARR and STRAITON, and county of AYR.

The lands extend to upwards of 40,000 acres, and have been recently examined by an eminent mining engineer, who found indications of the existence of hematite iron at various places, some of them promising. Slates were worked in a portion of the estate many years ago, and a quarry is still open.

It is proposed to grant tack-notes on liberal terms to experienced parties disposed to make a full search, and if successful to grant a lease or leases of the hematite iron and lead ore, and also of the slates.

Proposals to be forwarded to Messrs. J. and G. H. GEDDES, Mining Engineers, 8, Melville-crescent, Edinburgh: Messrs. HUNTER, BLAIR, and COWAN, W.S., 7, York place, Edinburgh; or to THOMAS DYKES, The Castle, Maybole: the latter of whom has specimens of the lead and hematite, and will, on receiving two or three days' previous notice, send a person to accompany parties over the lands, and point out the places at which some trials have already been made.

Maybole, 25th June, 1873.

TO SINKERS AND CONTRACTORS.

TO BE LET, BY TENDER, THE SINKING of TWO SHAFTS, each 15 feet in diameter and about 420 yards in depth, at HOUGHTON, near DARFIELD, on the Midland Railway.

Specifications and forms of tender can be seen on application at Mr. JEFFCOCK'S Office, Bank-street, Sheffield.

LEAD MINES IN THE COUNTIES OF DURHAM AND NORTHUMBERLAND.

TO BE LET, ON LEASE, with immediate possession, the HUNSTANWORTH AND NEWBIGGIN ROYALTIES the former about 1000 acres and the latter 200 acres, or thereabouts.

The Hunstanworth Royalty adjoins the celebrated W.B. Lead Mines, and has for many years yielded large quantities of lead ore, and much of the ground is undeveloped.

For particulars, apply to JOSEPH DODDS, Esq., M.P., No. 4, Spring-gardens, Charing-cross, London, S.W., and Stockton-on-Tees; or Mr. THOMAS J. BEWICK, C.E., No. 4, Queen-square, London, S.W., and Haydon Bridge, North umberland.

CLINTSFIELD COLLIERY.

TO BE LET, for a term of years, the above WELL-KNOWN COLLIERY, situate at TATHAM, in the county of LANCASTER. The coal is of excellent quality, and meets with ready demand on the spot, but every facility exists for a more extended market, as the Midland Railway intersects the property. The Upper Seam of coal has been worked many years, but not upon a scale commensurate with the value of the minerals, comprising, as they do, ironstone and fire-clay, as well as coal.

The estate is upwards of 400 acres in extent, and a very large proportion of the ground is undeveloped.

Mr. Hodgson, of Robert Hall, in Tatham, will point out the boundaries of the property, and for conditions of letting apply by letter to W. DUNN, 22, Suffolk-square, Cheltenham.

TO BE SOLD, BY PRIVATE TREATY, TWO 11 tons and ONE 9 tons CORNISH BOILERS, with 7 ft. diameter shells, tubes 3 ft. diameter. Open to a reasonable offer for the lot into trucks, or seperately, as may be agreed on.

Applications to be made to "E. B.," Engineer, Mr. Sandford's, Stationer, High street, Shrewsbury.

FOR SALE, a capital BLAST ENGINE, 20-horse power, condensing beam, 4 ft. stroke, with blast cylinder, complete. Also, a good Cornish TUBE BOILER, 21 ft. long, by 6 ft. diameter. Will work high pressure.

May be inspected on application to W. PANNELL, East Harptree Lead Works, near Bristol; and offers will be received by Mr. W. H. BUMPUS, 44, Threadneedle-street, London, E.C.

FOR SALE.

POWERFUL WATER-WHEEL, 42 ft. by 3 ft. 3 in.—A PAIR of DOUBLE 24 inch WINDING ENGINES.

SEVERAL CORNISH BOILERS, in thorough repair.

The above are in excellent condition.

Apply to J. C. LANYON and SON, Redruth, Cornwall; who have a large assortment of SECONDHAND MINING MATERIALS, PITWORK, &c., FOR DISPOSAL.

FOR SALE (ready for delivery), a high-class 18-horse power PORTABLE STEAM ENGINE, with reversing gear, suitable for winding, pumping, &c.

Also, a 25-horse power, with or without PIT WINDING GEAR.

FOR SALE, SEVERAL SECONDHAND PORTABLES, with NEW MORTAR MILLS, 5 to 9-feet pans.

Also, combined VERTICAL ENGINES and MILLS for GRINDING SLAG SAND, &c.

BARROWS AND STEWART, ENGINEERS, BANBURY.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1802, and of the NEW WEHAL CHARLOTTE MINING COMPANY (LIMITED).—TO BE SOLD, under the direction of the Registrar of the said Court, BY PUBLIC AUCTION, on Tuesday, the 15th day of July inst., at Eleven o'clock in the forenoon, at the New Wheal Charlotte Mine, in the parishes of St. Agnes, within the said Stannaries, in One or more Lots, and subject to such conditions as shall be then and there produced, the undermentioned

MINING MACHINERY, MATERIALS, AND EFFECTS, VIZ.:—

36 in. cylinder PUMPING ENGINE; BOILER, 10 tons; double-action DRAWING ENGINE, two fly wheels, 22-in. cylinder; BOILER, 8 tons, and fittings; winding-cage, and 100 fathoms machine-chain; stands and shieves; a quantity of pumps, of various sizes, account house and office furniture; and a variety of other articles and effects in general use in mines—full particulars whereof appear in handbills.

To view the same, apply to the Bailiff in charge at the mine; and for further particulars to Messrs. CARLYON and PAULL, Solicitors, Truro, and to Mr. R. H. HOLLOWAY, Solicitor, Redruth.

Dated Registrar's Office, Truro, July 3, 1873.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the PENDARVES UNITED MINES COMPANY.—Notice is hereby given, that a PETITION for the WINDING-UP of the ABOVE-NAMED COMPANY by the Court was, on the 28th day of June last, presented to the Vice-Warden of the Stannaries by John Reynolds, of Redruth, within the said Stannaries, merchant, a creditor and also a contributory of the said company, and that the said petition is directed to be heard before the Vice Warden, at the Prince's Hall, in Truro, in the county of Cornwall, on Tuesday, the 22nd day of July instant, at Twelve o'clock at noon.

Any contributory or creditor of the company may appear at the hearing and oppose the same, provided he has given at least two clear days' notice to the petitioner, his solicitor, or his agents, of his intention to do so, such notice to be forthwith forwarded to P. P. Smith, Esq., Secretary of the Vice-Warden, Truro.

Every such contributory or creditor is entitled to a copy of the petition and affidavit verifying the same from the petitioner, his solicitor, or his agents, within 24 hours after requiring the same, on payment of the regulated charge per folio.

Affidavits intended to be used at the hearing in opposition to the petition must be filed at the Registrar's Office, Truro, on or before Friday, the 18th day of July instant, and notice thereof must at the same time be given to the petitioner, his solicitor, or his agents. HODGE, HOCKIN, AND MARRACK, Truro

(Agents for S. T. G. Downing, Redruth, Petitioner's Solicitor).

Dated Truro, the 2nd of July, 1873.

IN LIQUIDATION.

THE BRYNPOSTIG LEAD MINE,

NEAR LLANIDLOES, MONTGOMERYSHIRE.

The LEASES, PLANT, and MACHINERY of all that extensive and valuable Lead Mining Property, known as the BRYNPOSTIG LEAD MINE, situate in the locality of the celebrated Van Mine, and within two miles of the town of Llanidloes, Montgomeryshire, and one and a half miles from the Tylwch Station on the Mid Wales Railway.

MR. G. T. SMITH is favoured with instructions to SELL, BY AUCTION, on Thursday, the 10th July, 1873, at One o'clock P.M., on the Mine, near Llanidloes.

The MACHINERY comprises a 28 inch rotary PUMPING ENGINE, a 16 inch horizontal WINDING ENGINE, with winding gear and crushing mill complete; excellent workshops, offices, dressing floors, &c., with every other requisite for a large Mine.

The Mine has lately been worked by a limited company, which was incorporated on the 1st of January, 1864, and which expended more than £20,000 in the erection of suitable machinery, sinking the engine-shaft, and developing the mine. During the last two years of working upwards of £4000 was realised by the sales of lead and blende, all the heavy and expensive work has been done, and it is believed that a small additional outlay only is required to develope this and place it amongst the best of the Welsh Mines.

For further particulars, and to view the same, apply to EDWARD TERRY, Esq., Mining Engineer, Dudley; Capt. KITTO, Llanidloes; Messrs. BOURNE and OWEN, Solicitors, Dudley; JOSEPH NEEDHAM, Esq., Solicitor, 1, New Inn, Strand, W.C.; and to the Auctioneer, Aberystwith.

WORCESTERSHIRE.

IMPORTANT AND VALUABLE FREEHOLD LANDED AND MINERAL PROPERTY, known as

THE WASSELL GROVE ESTATE,

Situated in the parishes of HAGLEY and HALES OWEN; and COPYHOLD LANDS, in the township of LUTLEY, containing in area upwards of FIVE HUNDRED ACRES, with the excellent FAMILY RESIDENCE, known as

WASSELL GROVE,

With capital STABLING and BUILDINGS, FARM HOUSES, HOMESTEADS, and COTTAGES; also, FREEHOLD PROPERTIES, consisting of LAND and HOUSES, in the villages of HAGLEY and PEDMORE.

MESSRS. CHESSHIRE AND GIBSON have pleasure in announcing that they have received instructions from the Owners to SELL, BY AUCTION, on Thursday, the 7th of August next, at the Hen and Chickens Hotel, New-street, Birmingham, at Four for Five o'clock in the afternoon, and in Lots which will be then set forth—the above IMPORTANT, EXTENSIVE, and VALUABLE LANDED PROPERTY.

The ESTATE lies nearly in a ring fence, and has a frontage to the Birmingham and Hagley turnpike-road of upwards of three-quarters of a mile, and is bounded and intersected by roads leading therefrom to Careless Green and Stourbridge; is within one mile of Hagley, and about the same distance from Stourbridge.

The Estate is situated in a most important Mineral and Manufacturing District, and Mines of Coal and other Minerals, and rich Beds of Fire-clay exist under a large portion, if not under the whole, of the Estate.

Plans and particulars will be issued in due course; in the meantime further information may be obtained of Messrs. SHUM, CROSSMAN, and CROSSMAN, Solicitors, 3, King's road, Bedford-row, London; of Messrs. GREGORY, ROWCLIFFE, and Co., Solicitors, 1, Bedford-row, London; or of the Auctioneers, Messrs. CHESSHIRE and GIBSON, Land Agents and Auctioneers, 93, New-street, Birmingham.

TO CAPITALISTS.

HIGHLY IMPORTANT FREEHOLD ESTATE, over NINE HUNDRED AND FIFTY ACRES in extent, situated in the parishes of TAMWORTH and POLESWORTH, in the county of WARWICK; with the VALUABLE MINES AND MINERALS thereunder; and a small FREEHOLD ESTATE, at WILNECOTE in the same county. The WHOLE of the ESTATES extending to nearly ONE THOUSAND ACRES.

MESSRS. CHESSHIRE and GIBSON have received instructions to prepare for SALE by PUBLIC AUCTION, during the ensuing autumn, of which due notice will be given, all that very valuable and improving PROPERTY, known as

"THE HALL END ESTATE,"
AND
"THE WILNECOTE ESTATE;"

comprising—

	A.	R.	P.
The HALL END FARM, in the holding of Mr. John Lakin, containing	353	3	6
The HOLT HALL FARM, in the occupation of Mr. Frederick Stokes, containing	279	0	12
The HALL HILL FARM, in the holding of Mr. William Power, containing	152	0	4
The MOORFIELDS FARM, in the occupation of the Executors of the late Mr. William Paul, containing	86	1	2
The HOMESTEAD, SMITHY, BUILDINGS, and LAND, occupied by Mr. William Brown, containing	57	0	29
COTTAGES and ACCOMMODATION LANDS, let to various Tenants, containing	23	2	31
The WILNECOTE ESTATE, let to Messrs. Arnold, Mr. S. Skey, and others	34	2	39

The HALL END ESTATE is situated on the Great Watling-street Road, to which it has a very long frontage, about four miles from the market towns of Tamworth and Atherstone, and not far distant from the Wilnecote Station on the Midland Railway. It also extends to, and is approached by the roads leading from Tamworth to Polesworth, to Baddesley, to Baxterley, and Kingsbury, and the Lands are continuous, and not severed by intervening owners.

HALL END HOUSE would make a very desirable residence, being in a picturesque neighbourhood, and surrounded by park-like lands, studded with ornamental timber, and the other homesteads are ample, well arranged, and in fair state of repair.

The lands generally are of excellent quality, and in a high state of cultivation, and the surface of the estate is undulating and of an interesting character.

The estate is tithe-free, a very small modus only being paid by the tenants.

The WHOLE of the MEASURES of COAL and IRONSTONE and other MINERALS under the Hall End Estate, which are estimated by competent practical men to be of very great and increasing value, will be included in the sale.

The mines may be considered as already proved by the Cockspur and other pits now in work on the northern side, by previous workings on the estate of Sir George Chetwynd, and by the Baxterley Coal Field on the south and south-east.

The Midland Railway Company are about to construct a branch line of railway from Kingsbury, on their Birmingham and Derby Line, to Baxterley. This line will pass through the Hall End Estate for nearly three-quarters of a mile, and will completely open up the district. The principal object of this line is to develope the coal fields in the line of country through which it passes.

There is every prospect of this property becoming in a short time an important and exceedingly valuable coal field, having direct access to the town of Birmingham by the Midland Railway, and the whole of the manufacturing districts of Staffordshire by the line of Railway about to be constructed from Whitacre to Walsall.

For further particulars, apply to HERBERT H. WALFORD, Esq., 27, Bolton street, Piccadilly, London; Mr. HENRY LAKIN, Land Agent, Malvern; or of the Auctioneers, 93, New-street, Birmingham.

COAL.

TO BE SOLD, ONE-HALF or ONE-THIRD of a FREEHOLD COLLIERY, in an EXTENSIVE MANUFACTURING DISTRICT in PRUSSIA, surrounded by most valuable COAL PROPERTIES. Coal of the best quality. Situate within a quarter of a mile of a railway station. Extent, about one mile long on the seams, and a half mile wide. Eight seams of coal discovered by adit. Government plans of the workings and official report may be seen, and the proprietor conferred with.

Address, "Eschweiler," Mr. May, Advertising Agent, Gracechurch-street, London, E.C.

THURSDAY NEXT.

HULL—IMPORTANT to COLLIERY PROPRIETORS, METAL MERCHANTS, CONTRACTORS, AND OTHERS.

FOUR HUNDRED TONS FLAT BOTTOMED RAILS, to settle a dispute.

WHEATLEY KIRK AND PRICE are instructed to SELL, BY AUCTION, on Thursday, July 10, 1873, at Eleven or Twelve o'clock prompt, at the Kingston Dock, Hull, about FOUR HUNDRED TONS of UNUSED FLAT BOTTOMED RAILS, 65 lbs. per yard. They are free from imperfections, and were made by the Yorkshire Iron Company (Limited) last autumn, to specification, and under usual guarantee. The rails will be sold in 10 ton lots, or as may be found convenient. Part are lying in Kingston Dock, the remainder are in lighter.

Section and full particulars on application to the Auctioneers' Chief Offices, Albert square, Manchester; or Exchange-buildings, Birmingham.

The rails may be seen on application to Messrs. Thomas Wilson, Sons, and Co., Hull.

GLAMORGANSHIRE.

THE BRYNNA GWYNNON COLLIERIES AND IRON MINES, NEAR CARDIFF, SOUTH WALES.

MESSRS. NORTON, TRIST, WATNEY, AND CO. have received instructions TO OFFER FOR SALE, BY AUCTION, at the Mart, London, on Friday, July 25, at Two o'clock (unless previously disposed of by Private Contract), the very IMPORTANT and VALUABLE PROPERTY known as the

BRYNNA GWYNNON COLLIERIES AND IRON MINES AND WORKS,

Comprising the COAL, IRONSTONE, and CLAY in and under an extent of 397 acres (or thereabouts), with the valuable BUILDINGS, COKE OVENS, MACHINERY, and works thereto belonging, at present turning out about 100 tons of coal a day, situate in the hamlet of Peterstone-super-Montein, in the parish of Coychurch, about 6 miles east of the town of Bridgend, and 14 miles west of the important port of Cardiff, and conveniently situate for the ports of Bristol Ferry, Port Talbot, and Swansea, Glamorganshire, South Wales.

The iron and coal mines in the present workings, at the Upper Brynna Works, comprise valuable veins of blackband iron ore, superior coking coal, and rich argillaceous iron ores, and the works include blast engine, boiler, and engine-house, and blast furnace (nearly completed), with large steam-engine, water-wheels, with other suitable machinery and plant for working the mines.

Two reservoirs, water-courses, and suitable buildings, with convenient railways and sidings connecting the works with the South Wales Railway. A pair of shafts are also partly sunk to two seams of superior red ash coal on another part of the property called the Lower Brynna Works.

The South Wales Railway runs through or on the margin of the property for about 1½ mile, whereby the coal and other minerals may be expeditiously and easily conveyed to the various ports on the east and west sides of it for shipment or other purposes, including Cardiff, Swansea, &c., as well as to Paddington and all the towns of the Great Western and South Wales Railways, and all other towns on the narrow-gauge system.

The surface formation is favourable, with ample spoil room, and the proximity of Llantrissent hematite ore affords an opportunity of due admixture with the rich mines on the property, and of making any quantity of pig-iron at the most moderate cost. The property is held under a lease dated the 5th of March, 1847, for a term of 60 years, from the 25th of March, 1846, subject to a dead rent of £170 a year, and favourable royalties.

The property may be viewed, and particulars had of Messrs. DANIEL and COX, Solicitors, Bristol; Messrs. TATHAM, CURLING, WALLS, and PYM, Solicitors, No. 3, Frederick's-place, Old Jewry; the principal hotels in Cardiff, Swansea, Gloucester, and Birmingham; at the Mart; and of the Auctioneers, 62, Old Broad-street, London.

MESSRS. MASON, SONS, AND KNIGHT are instructed by Her Majesty's Secretary of State for War to include in their July List of Plant, &c., a LARGE QUANTITY of MACHINERY from the ROYAL ARSENAL, WOOLWICH. The list gratis on application.

Full particulars at the office, 18, New Bridge-street, London, E.C.

MESSRS. MASON, SONS, AND KNIGHT have now FOR DISPOSAL—

HEMATITE IRON MINE.
ANTHRACITE COAL PROPERTY.
SOUTH WALES COLLIERY—300 acres.
YORKSHIRE COAL FIELD.
FREEHOLD MINERAL ESTATE.
EXTENSIVE TIN MINE.

And PART SHARES in several similar concerns.—18, New Bridge-street, E.C.

PRELIMINARY NOTICE.

IMPORTANT FREEHOLD IRONWORKS,

BRIERLEY HILL, STAFFORDSHIRE.

TO BE SHORTLY OFFERED BY AUCTION, the BRIERLEY HILL and NINE LOCKS IRONWORKS, belonging to the New British Iron Company, and now in full work, situated on the Birmingham Canal, at the top of the Nine Locks, Brierley Hill, to which there is a very large frontage.

They consist of THREE POWERFUL ENGINES, FIVE ROLLING MILLS, and TWO FORGES, MANAGER'S HOUSE, OFFICES, &c., with a surface area of about 5½ acres.

It is intended to offer the land and erections in one or two lots, independently of the engines and machinery, which the purchaser will have the option of taking at a valuation.

The premises are well suited for a cable work, or any other large manufacturing purpose.

There is a good supply of coal in the immediate neighbourhood.

Particulars may be had of Messrs. FRESHFIELD, Solicitors, 5, Bank-buildings, London; Messrs. HOMFRAY and HOLBERTON, Solicitors, Brierley Hill; or Mr. JOHN BATEMAN, Auctioneer, Dudley.

CARDIGANSHIRE.—ON THE BORDERS OF NORTH WALES.

TO BE SOLD, BY AUCTION, at the Lion Hotel, Aberystwith, on Wednesday, the 6th day of August next, the DESIRABLE RESIDENTIAL ESTATE of

YNYS-HIR,

Comprising FIFTEEN HUNDRED ACRES of ARABLE, MEADOW, SALT MARSH, and WOOD LAND, lying in a ring fence, and capable of extensive improvement. It is divided into six adjoining farms, the whole being in the hands of very respectable tenants.

The property is situate twelve miles from the well-known watering-place of Aberystwith, the Cambrian Railway from thence running through it, with a station about a mile distant from the mansion. The estuary of the Dovey bounds the property on one side for about a mile and-half, and the River Einion runs through another portion for a considerable distance, both rivers affording first-rate fishing—salmon and trout. The estate is also well known for its varied and excellent shooting, both game and (especially) wild fowl. The hanging woods and coverts are highly picturesque, and all the charming features of mountainous and Welsh pastoral scenery are to be found in this attractive estate.

The property commends itself in particular to agriculturists, as sound land for corn and sheep, with its long reach of salt marsh and first-class pasturage for grazing purposes, presenting a good investment for capital.

The FAMILY RESIDENCE is suitable and commodious, with stabling, out-offices, walled garden, and pretty shrubberies, the place being adorned with grand timber and other ornamental trees. The advowson and perpetual right of presentation to the Church of Eglwysfach will be included in the sale. The Church is within a short distance of the mansion, with English service, and has recently been thoroughly and beautifully restored.

The MINERAL PROSPECTS are very encouraging, but quite undeveloped, together with VALUABLE SLATE AND STONE QUARRIES, and the River Einion affords abundant water-power both for manufacturing and agricultural purposes.

Particulars, with plans of the above most desirable freehold estate, may be obtained of GEORGE FARMER, Esq., Montgomery; of the Auctioneer, Mr. G. T. SMITH; and of Mr. F. R. ROBERTS, Solicitor, both of Aberystwith, South Wales.

A personal inspection of the property is recommended.

FINE OPPORTUNITY FOR MAKING A FORTUNE.

TO BE SOLD, PART or ENTIRE (former preferred) of a COLLIERY ROYALTY, of about 170 acres, in NORTH WALES. The pit is sunk 40 yards deep to the seam containing the best description of Cannel. There are six other seams of good coal (the first being King Coal, only 14 yards under it) known to be beneath this seam. Its situation being half a mile from a railway station, and also admirably adapted for land sale, close to excellent roads, the working expenses, royalty, rent, and outlay small for a probable get in a few weeks of 400 tons daily at an almost fabulous profit, render the present undertaking one well worthy the immediate attention of capitalists, coal dealers, gas manufacturers, or colliery proprietors.

Address, "Q. E. D.," care of Mr. Watson, 15, Fenwick-street, Liverpool.

IMPORTANT IRON AND COAL PROPERTIES.

FOR SALE, BY PRIVATE CONTRACT, A LARGE MINERAL ESTATE (equal to freehold) in the LOUGH ALLEN DISTRICT, IRELAND, comprising more than ONE THOUSAND ACRES, with EXTENSIVE BEDS of IRON (Ball and Band, of superior quality); together with FURNACES, STEAM-ENGINE, PLANT, &c. The turf peat on the property is exceptionally good, and almost unlimited in quantity. Also, LEASEHOLD COLLIERIES, a few miles distant. Part of purchase-money may be left on mortgage, or as paid-up capital.

Apply to Mr. N. C. JELLICO, 23, Tower-buildings West, Water-street, Liverpool.

TWELVE-INCH HORIZONTAL WINDING ENGINE, with 6 ft. drum; a first-class engine, ready—cheap.

THOMPSON'S PATENT ROAD STEAMER, with two 5¾ in. cylinders, copper fire-box, India-rubber tyres, only worked six months, all latest improvements—cheap.

BOILERS: One 28 ft. by 7 ft., double flued; two 31 ft. by 6 ft., single flued—all now working at 55 lbs., recently tested to 100 lbs. pressure. Being replaced with others to work very high pressure.

LATHES, DRILLS, ENGINES, and all sorts ENGINEERING TOOLS ready for delivery.

WHEATLEY KIRK AND PRICE,
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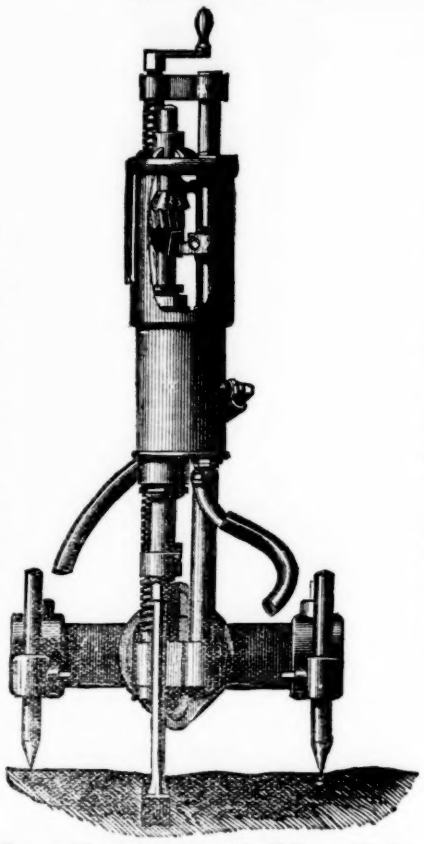

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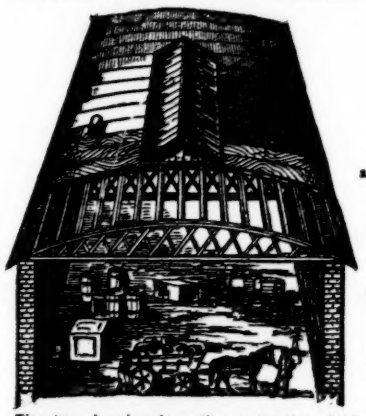

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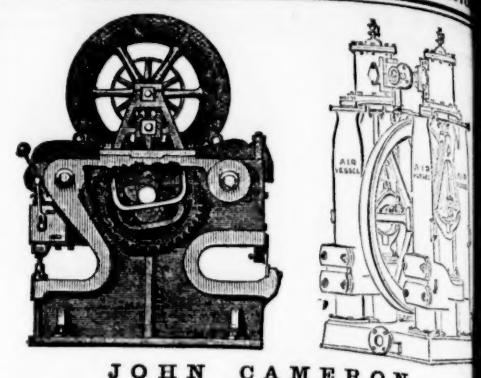

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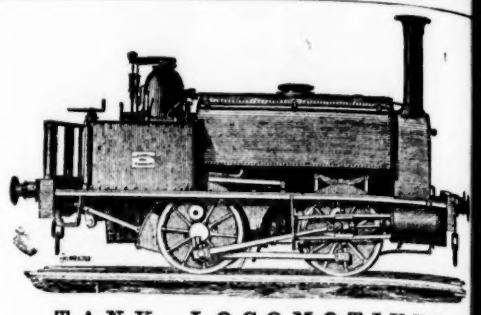

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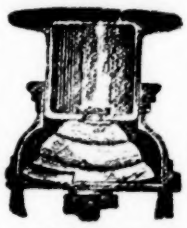

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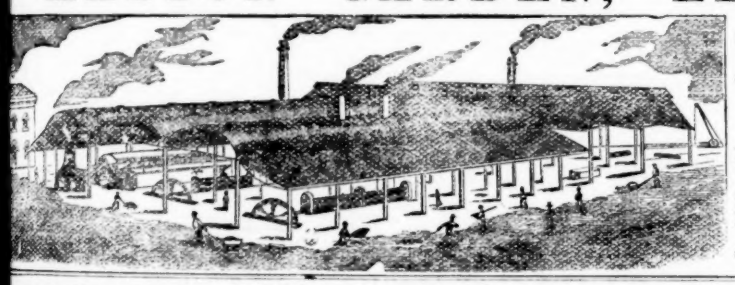

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CIRCULARS ON A LICATION.

THE MINING SHARE LIST.

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Per share.	Last paid
1500	Alderley Edge, *c*, Cheshire*	10 0 0	—		11 11 8	0 5 0	Apr. 1873
20000	Allt-y-Crib, *l*, Talybont*	2 0 0	2	1⅛ 1⅜	0 0 6	0 0 6	Feb. 1873
30000	Bampfylde Copper Mining Co.*	1 0 0	5⅞		0 2 0	0 2 0	June 1873
5500	Blaen Caelan, *s-l*, Cardigan* (£4 sh.)	3 10 0	—		0 10 9	—	—
18000	Boscaswell Downs, *t*, *c*, St. Just*	3 0 0	2¾	2½ 2¾	0 5 6	0 2 0	Oct. 1871
200	Botallack, *t*, *c*, St. Just	91 5 0	160	130 140	619 15 0	5 0 0	Aug. 1872
500	Brontloyd, *s-l*, Cardigan*†	100 0 0	40	35 40	110 0 0	2 0 0	Jan. 1872
4000	Brookwood, *c*, Buckfastleigh	1 16 0	1¼		2 8 6	0 4 0	Mar. 1873
3348	Cargoll, *s-l*, Newlyn	4 15 11	2¼	2 2¼	4 16 3	0 12 6	Oct. 1872
6400	Cashwell, *l*, Cumberland*	2 10 0	—		1 4 0	0 4 0	Aug. 1872
7500	Castle-an-Dinas, *t*, St. Columb*	2 0 0	—		0 8 0	0 2 0	Jan. 1873
1000	Carn Brea, *c*, *t*, Illogan†	35 0 0	127½	115 120	304 0 0	3 0 0	Apr. 1873
6000	Cath. & Jane, *l*.* Penrhyndendraeth	5 0 0	—		0 0 9	0 0 9	June 1873
2450	Cook's Kitchen, *t*, Illogan†	19 14 9	21	19 20	11 17 0	0 7 6	Jan. 1873
10240	Devon Gt. Consols, *c*, Tavistock†*	0 2 0	4	2 3	116 10 0	0 12 0	May 1872
4296	Dolcoath, *c*, *t*, Camborne	10 14 10	59	52½ 55	102 6 8	1 0 0	May 1873
10000	East Balleswidden, *t*, Sancreed*	1 0 0	1⅝	1¾ 1⅞	0 1 8	0 0 5	May 1873
6144	East Caradon, *c*, St. Cleer†	2 14 6	2	1¾ 2	14 19 0	0 2 0	Oct. 1872
300	East Darren, *l*, Cardiganshire	32 0 0	—		213 10 0	1 0 0	Apr. 1873
6400	East Pool, *t*, *c*, Illogan	0 9 9	10¼	9½ 10	13 11 3	0 2 6	May 1873
23520	El Dorado, *g*, Nova Scotia*	10 0 0	—		0 4 6	0 1 6	June 1873
5000	Exmouth, *s-l*, Christow	0 7 6	—		0 1 0	0 1 0	May 1873
2800	Foxdale, *l*, Isle of Man*†	25 0 0	—		80 15 0	0 10 0	Sept. 1872
3950	Gawton, *c*, Tavistock	3 10 6	2	1½ 2	0 13 0	0 5 0	May 1872
40000	Glasgow Cara., *c** [30,000 £1 p., 10,000 15s. p.]		—	2¼ 2⅜	0 3 10	0 3 0	Jan. 1873
15000	Great Laxey, *l*, Isle of Man*	4 0 0	17½	16½ 17½	16 1 0	0 10 0	June 1873
5908	Great Wheal Vor, *t*, *c*, Helston†	40 0 0	5¾	5¼ 5½	15 19 6	0 2 6	June 1872
6400	Green Hurth, *l*, Cumberland*	0 6 0	—		0 16 0	0 4 0	May 1873
1024	Herodsfoot, *l*, near Liskeard†	8 10 0	5½	5 6	62 5 0	0 15 0	Oct. 1872
6000	Hingston Downs, *c*, Calstock †	6 4 0	6	5¼ 5¾	4 3 0	0 5 0	Dec. 1872
25000	Killaloe, *sl*, Tipperary	1 0 0	⅞	⅞	0 3 11½	0 0 6	Mar. 1873
6000	Killifreth, *t*, Chacewater	1 0 0	—		0 2 0	0 2 0	Jan. 1873
400	Lisburne, *l*, Cardiganshire	18 15 0	—		556 10 0	1 0 0	Mar. 1873
2784	Lovell, *t*, Wendron	3 0 0	12	10 12½	0 12 0	0 4 0	Apr. 1873
9000	Marke Valley, *c*, Caradon*	4 10 6	2	1½ 2	7 13 0	0 2 6	July 1872
9000	Minera Mining Co., *l*, Wrexham*	5 0 0	—		62 13 8	0 10 0	May 1873
20000	Mining Co. of Ireland, *cl*, *c*, *l**	7 0 0	5⅝	5⅝ 5¾	0 8 0	0 3 6	July 1872
6400	New Pembroke, *t*, *c*, Par Station	5 0 0	2¼		0 17 0	0 4 0	July 1872
12000	North Hendre, *l*, Wales	2 10 0	—		0 5 0	0 2 6	June 1872
2000	North Levant, *t*, *c*, St. Just	10 12 0	11	9 10	4 13 0	0 12 0	Sept. 1872
5694	Pedn-an-drea, *t*, Redruth	8 2 0	—		0 5 0	0 5 0	Nov. 1871
5000	Penhalls, *t*, St. Agnes	3 0 0	3½	2¾ 3	2 18 6	0 3 0	May 1873
6000	Phœnix, *t*, *c*, Linkinhorne	4 3 4	—		39 19 10	0 4 0	Nov. 1872
1772	Polberro, *t*, St. Agnes	15 0 0	—		1 12 6	0 5 0	Mar. 1872
2000	Poldice, *t*, *c*, Gwennap	10 0 0	—		1 10 0	0 10 0	Oct. 1870
18000	Prince Patrick,* *s-l*, Holywell	1 0 0	—		0 3 0	0 2 0	June 1873
1120	Providence, *t*, Uny Lelant†	12 6 7	12	10 12	104 12 6	0 10 0	Sept. 1872
12000	Roman Gravels, *l*, Salop*	7 10 0	21	20 21	2 8 0	0 8 6	July 187[illegible]
10000	Shelton, *cl*, *t*, St. Austell	1 0 0	—		0 1 0	0 1 0	Feb. 1872
6000	Slimeford Dressing, *t*, Calstock*	1 0 0	—		0 1 1	0 1 1	Sept. 1872
512	South Caradon, *c*, St. Cleer	1 5 0	130	115 125	706 10 0	4 0 0	May 1873
5000	South Carn Brea, *c*, *t*, Illogan	1 17 6	3⅞	3¾ 4	0 10 0	0 2 6	July 1872
6000	South Darren, *l*, Cardigan*	3 6 6	—		1 1 6	0 1 6	Nov. 1870
242	Spearne Moor, *t*, St. Just	38 17 9	—		17 5 0	0 10 0	June 1872
940	St. Ives Consols, *t*, St. Ives	10 15 0	11¼	10½ 11½	0 10 0	0 10 0	May 1869
8771	St. Just Amalgamated, *t**	3 10 0	—		0 9 0	0 4 0	Nov. 1871
12000	Tankerville, *l*, Salop*	6 0 0	12	11¼ 11¾	3 8 0	0 6 0	Feb. 1873
25000	Terras, *t*, St. Austell*	1 0 0	—		0 3 0	0 1 6	Oct. 1872
6000	Tincroft, *c*, *t*, Pool, Illogan†	9 0 0	55	52 54	44 3 6	1 10 0	Mar. 1873
4000	Trumpet Consols, *t*, Helston	5 15 0	11	9 11	9 11 0	0 10 0	Nov. 1872
15000	Van, *l*, Llanidloes*	4 5 0	40	38 40	10 7 0	0 16 0	June 1873
3000	W. Chiverton, *l*, Perranzabuloe†	10 0 0	11½	9¾ 10¼	52 10 0	0 5 0	June 1873
2048	West Wheal Frances, *t*, Illogan	26 13 9	16	13 15	3 12 6	0 5 0	Oct. 1872
512	Wheal Basset, *c*, Illogan†	5 2 6	55	55 60	638 10 0	1 10 0	Aug. 1872
5179	Wheal Grenville, *c*, Camborne*	7 14 6	5¼	4¼ 4¾	0 13 6	0 2 6	Sept. 1872
2048	Wheal Jane, *t*, Kea	2 13 10	4	3 4	10 0 0	0 7 6	July 1872
4295	Wheal Kitty, *t*, St. Agnes	5 4 6	15	14 14½	10 8 0	0 10 0	May 1873
896	Wheal Margaret, *t*, Uny Lelant	13 17 6	6	4½ 5½	82 2 3	0 10 0	May 1872
10000	Wheal Mary, *t*, St. Dennis*	5 0 0	—		0 1 0	0 1 0	Jan. 1873
1024	Wheal Mary Ann, *l*, Menhenoit†	10 0 0	7	4 6	74 5 6	0 2 6	June 1873
80	Wheal Owles, *t*, St. Just	70 0 0	—		522 10 0	4 0 0	Aug. 1872
12000	Wheal Russell, *c*, Tavistock	1 0 0	—		0 2 0	0 1 0	June 1871
1356	Wheal Seton, *t*, *c*, Camborne	73 0 0	50	45 47½	255 15 0	1 0 0	June 1873
15000	Wheal Tregoss,* *t*, Roche	1 0 0	—		0 1 0	0 1 0	Jan. 1873
10000	Wheal Whisper, *t*, *c*, Warleggan*	1 0 0	3	2¾ 3¼	0 1 6	0 0 6	May 1873
25000	Wicklow, *c*, *sul*, *i*, Wicklow	2 10 0	4	3¾ 4	52 9 0	0 2 6	Mar. 1872

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Per share.	Last paid
35000	Alamillos, *l*, Spain*†	2 0 0	2⅛	2 2½	1 1 9	0 2 6	Mar. 1873
30000	Almada and Tirito Consol., *s**†	1 0 0	1	¾ 1	0 4 3	0 1 0	May 1873
20000	Australian, *c*, South Australia†	7 7 6	2	1½ 2	0 9 6	0 2 0	Aug. 1872
10000	Battle Mountain,* *c*, (6240 part pd.)	5 0 0	—		0 10 0	0 10 0	Nov. 1872
15000	Birdseye Creek, *g*, California*	4 0 0	2¼	1¾ 2	0 7 0	0 2 0	April 1873
6000	Bensberg, *l*, Germany*	10 0 0	—		0 9 4	0 6 0	Mar. 1873
12320	Burra Burra,* *c*, So. Australia	5 0 0	—		56 0 0	0 10 0	Oct. 1872
20000	Cape Copper Mining,*† So. Africa	7 0 0	27	24½ 25½	12 15 0	1 0 0	June 1873
140000	Cedar Creek, *g*, California*	5 0 0	2¼	2 2⅛	0 5 0	0 2 6	June 1873
30000	Central American Association*†	0 15 0	—		0 6 0	0 1 0	July 1869
15000	Chicago, *s*, Utah*	2 0 0	2½	2 2¼	0 8 0	0 4 0	June 1873
21000	Colorado Terrible, *s-l*, Colorado*†	5 0 0	2½	2½ 3	0 8 0	0 2 0	Oct. 1871
76162	Don Pedro North del Rey*†	0 14 0	⅞	⅝ ⅞	2 5 9	0 2 0	Mar. 1872
23500	Eberhardt and Aurora, *s*, Nevada*†	10 0 0	6	6 6½	1 0 0	1 0 0	July 1871
50000	Emma,* *g*, *s*, Utah (25,000 fully pd.)	20 0 0	4¼	3¼ 3½	3 12 0	0 6 0	Dec. 1872
70000	English and Australian, *c*† S. Aust.	2 10 0	2½	1⅞ 2⅛	2 7 3	0 2 6	Mar. 1873
15000	Ferguson, *g*, California*	2 0 0	—		0 3 0	0 3 0	April 1872
30000	Flagstaff, *s*, Utah*	10 0 0	12⅞ xd	12½ 12¾ xd	3 17 0	0 5 0	June 1873
25000	Fortuna, *l*, Spain*†	2 0 0	6¼	6 6¼	3 14 4	0 5 0	May 187[illegible]
50000	Gold Run, *hyd.*	1 0 0	⅝	⅜ ½	0 2 4	0 0 4	Oct. 1872
68000	Kapunda Mining Co. Australia†	1 3 0	⅜	⅛ ⅜	0 2 4	0 0 6	June 1873
20000	Last Chance, *s*,* Utah	5 0 0	7½ xd	7⅛ 7⅜ xd	0 12 0	0 2 0	June 1873
15000	Linares, *l*, Spain*†	3 0 0	4¼	4 4½	14 0 10	0 7 6	Mar. 1873
7837	Lusitanian, Portugal*† (£5 shares)	3 0 0	1¾	1¼ 1¾	1 11 6	0 1 6	Mar. 1873
15000	Mammoth Copperopolis of Utah, *c*, *s*	10 0 0	—		0 5 0	0 5 0	Dec. 1872
5000	Mountain Chief, *s*, Utah*	10 0 0	—		0 4 0	0 4 0	Jan. 1873
18000	Preussische Ber. & Hutten, *cl*, *i*.	30 0 0	—		3 0 0	1 4 0	Sept. 1872
10000	Pontgibaud, *s-l*, France†	20 0 0	21	19 21	13 13 11	0 19 6	June 1873
100000	Port Phillip, *g*, Clunes*†	1 0 0	1	⅞ 1⅛	1 8 0	0 1 0	Jan. 1872
44000	Richmond Consols, *s*, Nevada*†	5 0 0	6¾	6½ 6¾	0 4 0	0 4 0	April 1872
120000	Scottish Australian Mining Co.*†	1 0 0	1⅞	1½ 1¾	8 per cent.		May 1873
112500	Sierra Buttes, *g*, California*†	2 0 0	3¾	3¼ 3¾	1 4 0	0 2 0	June 1873
60000	South Aurora, *s*, Nevada*	5 0 0	1	½ ¾	0 12 2	0 5 0	June 1871
15000	Sweetland Creek, *g*, California*†	4 0 0	4⅝	4¼ 4½	1 18 0	0 4 0	June 1872
20000	Tolima, *g*, *s** (6000 sh. are £5 f. pd.)	3 0 0	—		0 5 0	0 2 6	Nov. 1872
500	Westphalian, *s-l*, *c*, Prussia*	20 0 0	—		26 10 0	5 0 0	Dec. 1872

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Last Call.
50000	Anglo-Argentine, *g*, *s*.*‡ (15 per cent. Preference)	1 0 0	⅝	½ ⅝	Fully pd.
20000	Anglo-Australian, *g*, Victoria*	2 10 0	—		Sept. 1872
60000	Aruba, *g*, Dutch West Indies*	10 0 0	—		Fully pd
20000	Australian United, *g*, Victoria*†	2 10 0	⅝	½ ⅝	Fully pd.
3000	Bellavista, *s*, Peru* (£10 shares)	8 10 0	—		Oct. 1872
50000	Braganza, *g*, Brazil*†	0 15 0	—		Oct. 1870
12000	Camp Floyd, *s*, Utah*	10 0 0	½	¼ ⅜	Fully pd.
35000	Cesena Sulphur Company, Romanga, Italy*	10 0 0	—		Fully pd.
50152	Chontales, *g*, *s*, Nicaragua*† (and 12,542 of £1 15s.)	2 0 0	¾	⅝ ⅞	Fully pd.
6000	Clifton, *s*, Colorado*	5 0 0	—		Feb. 1872
10000	Crescent, *g*, Plumas County, California*	10 0 0	—		Fully pd.
100000	Cuiaba, *g*, Minas Geraes, Brazil*	0 17 6	—		June 1872
7500	East Sheboygan Preference* (40,000 ordinary shares)	2 0 0	—		Fully pd.
35000	Excelsior Hydraulic Gold Washing Co., California*	6 0 0	—		Dec. 1871
60000	Exchequer, *g*, *s*, California*	1 0 0	—		Fully pd.
55000	Frontino and Bolivia, *g*, New Granada*†	2 0 0	⅜	⅛ ⅜	Fully pd.
50000	General Brazilian, *g**	1 0 0	⅜	⅛ ⅜	Fully pd.
40000	Holcombe Valley, *g*,* California	0 15 0	⅞	⅞ 1⅛	May 1873
10000	Hudson, *g*, California*	3 0 0	—		April 1873
20000	Imperial Brazilian Collieries, Brazil*	5 0 0	—		Fully pd.
20000	I. X. L., *g*, *s*, California*	5 0 0	—		Fully pd.
50000	Javali, *g*, Nicaragua*	2 0 0	⅝		Fully pd.
11000	Kansas, *g*, Colorado*	5 0 0	—		Fully pd.
12000	Lanestosa,* *l*, *z*, Viscaya, Spain (£2 shares)	1 5 0	—		Sept. 1872
[illegible]65000	London and California, *g**†	2 0 0	—		Fully pd.
75000	Malabar, *g*, Colombia* (65000 issued)	0 12 3	—		May 1873
4000	Malaga, *l*, Spain*	10 0 0	—		Fully pd.
30000	Malpaso, *g*, Colombia*	1 0 0	1¼	1 1¼	Fully pd.
12000	Menzenberg, *c*, Honnef, Germany*	5 5 0	—		Fully pd.
14000	Montague & Waverley Gold Quartz Crushing Co.,* N. Scot.	2 0 0	—		Allotment
6000	Monte Loreto, *g*, *c*, Italy*	5 0 0	—		Fully pd.
51000	New Quebrada, *c*, Venezuela*	5 0 0	4⅛	3½ 4	Fully pd.
50000	New Rosario, *s*, Mexico*	1 0 0	1⅛		Fully pd.
20000	New Zealand Kapanga, *g*, Coromandel*	5 0 0	—		Allotment
10000	Newfoundland,* *c*	10 0 0	—		Fully pd.
20000	North American, *g**	4 0 0	—		Fully pd.
15000	Pacific, *g*, *s*, Nevada (and reduced)*	7 0 0	½	⅜ ⅝	Fully pd.
50000	Panulcillo, *c*, Chili*†	4 0 0	3¼	2½ 3	Fully pd.
80000	Pestarena United, *g*, Italy*†	3 0 0	½	¼ ½	Fully pd.
50000	Rica, *g*, Colombia* (40000 issued)	1 0 0	¾	⅝ ⅞	Fully pd.
100000	Rossa Grande, *g*, Brazil*† (£1 shares)	0 18 0	⅜	⅛ ⅜	July 1872
32500	Ruby Consolidated, *s*, Nevada*	10 0 0	—		Fully pd.
30000	Russia, *c*, Orenburg and Uta*†	10 0 0	4¾	4½ 5	Fully pd.
25000	San Pedro, *c*, Chili*	2 0 0	3½	3 3½	Fully pd.
30000	Santa Barbara,* *g*, Brazil	0 7 6	—		Mar. 1872
15000	Saturn, *s*, Utah*	5 0 0	—		Fully pd.
10000	Silver Plume, *s*, Colorado*	1 0 0	—		Fully pd.
37500	Snowdrift, *s*, Colorado*	2 0 0	—		Fully pd.
2200	St. John del Rey, Brazil*†	100 0 0	160	170 180	Oct. 1872
25000	Star of Nevada, *s** (12000 issued)	2 0 0	—		Fully pd.
30000	Tecoma, *s*, Utah*	10 0 0	10¼	10 10¼	Fully pd.
20000	Thornhill Reef, *g*, Australia*	1 0 0	2	1¾ 2	Fully pd.
43176	United Mexican, *s*, Mexico*†‡	28 7 8	2⅜	2¼ 2½	May 1868
10000	Utah, *g*, *s-l*, Utah* (£5 sh.)	4 0 0	1¾	1½ 1¾	Fully pd.
[illegible]5000	Yorke Peninsula, *c*, South Australia	1 0 0	⅜	⅛ ¼	Fully pd.
[illegible]000	Yudanamutana, *c*, South Australia *†‡	3 0 0	—		Fully pd.

NON-DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.
25000	Aberdannant, *l*, Llanidloes*	1 0 0	2¼	
10000	Aberystwith,* *s-l*, Cardigan	4 0 0	—	
18000	Ambrose Lake, *t*, *c**	1 10 0	—	
12000	Assheton, *l*, Carnarvonshire*	5 0 0	2½	2¼ 2¾
50000	Ballycummisk,* *c*, Schull	2 0 0	2½	2 2½
1500	Balmynhear, *t*, Wendron	2 18 0	—	
12000	Bedford Consols, *c*, Tavistock	1 6 0	—	
12000	Bedford United, *c*, Tavistock	1 15 0	⅝	⅜ ½
20000	Belstone, *c* (and 5000 sh. 12s. 6d. pd.)	1 0 0	2	
5000	Blue Hills, *t*, *c*, St. Agnes	1 17 6	2¾	2 2¼
15000	Bog, *l*, Shropshire* (1000 reserve)	2 0 0	2	1¾ 2
12000	Bowden Hill,* *mn* (7000 sh. £1 pd.)	0 10 0	—	
20000	Brynambor, *l*, Cardigan	1 0 0	—	
5000	Bryn Royalton, *t*, Roche*	2 0 0	—	—
30000	Brynn,* *t*, St. Austell	1 0 0	2¼	
30000	Burrow & Butson,* *t*, *c*, *bl*, St. Agnes	1 0 0	—	
20000	Burra Burra,* *t*, *c*, *bl*, Kenwyn	1 0 0	2¼	2 2¼
6000	Bwadrain, *s-l*, Cardigan*	3 12 6	—	
5094	Bwlch Consols, *s-l*, Cardigan*‡	4 10 0	—	
12000	Cae Gynon, *l*, Cardiganshire*‡	2 0 0	1	½ 1
30000	Caldbeck Fells, *l*, Cumberland*	2 0 0	—	
256	Calvadnack, *t*, Redruth	10 0 0	20	16½ 20
14000	Caradon and Phœnix Consols, *c*	1 0 0	—	
12000	Cardiganshire Old Bog, *l**	2 10 0	2¼	2 2¼
695	Carzise, *t*, *s*, Crowan	8 18 4	—	
5584	Carn Camborne, *c*, *t*, Camborne	4 18 6	—	
10000	Castle Gate, *t*, St. Colomb*	1 0 0	1¼	1 1¼
10000	Cathedral, *t*, *c*, Gwennap*	1 10 0	—	
3000	Cefn Brwyno (lim. to £5)	4 10 0	—	
6000	Cefn Consols, *l*, Flintshire*	5 0 0	—	
10000	Central Van,* *l*, *bl*, Llanidloes	5 0 0	—	
24000	Court Grange, *s-l*, Cardiganshire	0 2 6	¼	⅛ ¼
24051	Crenver & Abraham*† (25949 sh. £1).	2 0 0	1	½ ¾
15000	Cwm Bychan,* *s-l*, Montgomery	1 0 0	—	
30000	Cwm Elan, *l*, Radnorshire*	1 0 0	—	
15000	Cwm Nant Ddu,* *l*, Montgomery	1 0 0	—	
4000	Cwm Ricket, *l*, Montgomery*	4 5 0	—	
128	Cwmystwith, *l*, Cardiganshire‡	60 0 0	—	
10000	Deer Park, *t*, *c*, Tavistock	2 0 0	1¼	
6000	Denbighshire Consolidated, *l**	3 0 0	3½	3 3½
280	Derwent Mines, *s-l*, Durham‡	300 0 0	—	
656	Ding Dong, *t*, Gulval	49 14 6	—	
12000	Dolwen Consols, *l*, Cardigan*	1 0 0	—	
6500	Drake Walls, *t*, *c*, Calstock	5 0 0	—	
10000	Duchy Great Consols, *c*, Calstock	3 0 0	3¼	2¾ 3
10000	Dunsley W. Phœnix, *t*, Linkin.*	2 0 0	—	
15000	Dyliffe,* *l*, Montgomeryshire	6 0 0	—	8 10
512	East Basset, *c*, Redruth†‡	64 0 0	13	12 12½
800	East Black Craig,* *l*., Scotland	25 0 0	—	
3000	East Boscaswell, *t*, St. Just	5 0 0	—	
4000	East Chiverton, *l*, Perranzabuloe	5 5 6	¼	
12000	East Cwm Vron, *l*, Llanidloes*	2 0 0	—	
3000	East Dolcoath, *t*, Illogan	10 0 0	—	
15000	East Foxdale, *s-l*, Isle of Man*	1 0 0	—	
6000	East Grenville, *c*, Camborne	6 1 0	—	
4000	East Gunnislake and So. Bedford, *c*.	13 11 0	—	
50000	East Llangynog, *l*, Montgomery*	2 0 0	—	
30000	E. Nant-y-mwyn,* *l*, Brecknockshire.	1 0 0	1¼	⅞ 1⅛
12500	East Polberro, *t*, *c*, *bl*, St. Agnes	2 0 0	—	
5610	East Seton, *c*, Camborne	2 2 0	⅝	½ ⅝
6000	E. Tywarnhaile and Croft Prince, *t*, *c*.	0 10 0	—	
15000	East Van, *l*, Llanidloes*	5 0 0	4½	4¼ 4½
1906	East Wheal Lovell, *t*, Wendron*‡	4 9 0	18	17½ 18½
6000	East Wheal Uny, *t*, *c*, Redruth	5 10 0	½	⅜ ½
12800	Excelsior, *t*, *c*, Stoke Climsland	0 10 6	⅝	
1200	Fedw, *l*, Llanidloes*	10 0 0	—	
12800	Florence and Tonkin United* *l*.	0 10 0	—	
15000	Florence, *t*, Perranuthnoe*	1 0 0	2½	2¼ 2½
5100	Florida, *s-l*, Cardiganshire*	3 0 0	—	
20000	Fortescue, *t*, St. Austell*	1 0 0	2	1¾ 2
10000	Franco Consols, *t*, *c**	0 17 0	2¼	
5000	Frank Mills, *l*, Christow	4 6 0	—	
8000	Fronvellan, *l*, Mont.* [4000 sh. 5s. pd.]	1 0 0	—	
12000	Furze Hill, *t*, Tavis.* [6000 £1 p., 6000 17s. 6d. p.]		—	
5000	Gem, *t*, Whitchurch	2 10 0	—	
12500	Gilfach, *s-l*, Llangadock	2 0 0	—	
30000	Glasdir, *c**	1 0 0	—	
128	Gluvian Moor, *s-l*, St. Columb	3 0 0	—	
5700	Goginan, Cardigan, *l*	12 10 0	—	
5000	Gorsedd and Celyn Level, *l*, Flint	2 0 0	—	
4096	Great Caradon, *c*, St. Ive	5 9 6	½	¼ ½
20000	Great East Foxdale, *l*, Isle of Man	1 0 0	—	
30000	Great Harvest, *t*, *c*, St. Austell*	1 0 0	—	
10000	Great Mountain, *s-l*, Carnarvon*	0 15 0	—	
22500	Great No. Laxey* (7500 pref.)	1 0 0	—	
3035	Great Retallack, *s-l*, *b*, Perranzabuloe	3 8 0	—	
25000	Great Snaefell, *l*, Isle of Man	0 10 0	—	
19665	Great S. Chiverton, *s-l*, Perranzab.	1 15 0	—	
40	Great Trevegean, *t*, St. Just	12 10 0	—	
4400	Gt. West Chiverton, *s-l* (8000 shares).	2 10 0	—	
25000	Great West Van, *l*, Cardigan*	2 0 0	2¼	1¾ 2¼
4096	Great Wh. Lovell, *t*, Wendron	2 0 0	—	
15000	Grogwinion, *l*, Cardigan*	2 0 0	1¼	1¼ 1¾
10240	Gunnislake (Clitters'), *t*, *c*	5 2 0	—	
12000	Gwydyr Park, *l*, Llanrwst	1 9 0	¾	½ ¾
6000	Hobb's Hill (£2), *t*, St. Neot*	2 0 0	—	
12000	Islay, *l*, Scotland* (£1 shares)	0 15 0	2	3 3½
6000	Keswick United, *l**	5 0 0	—	
16000	King Arthur, *s*, *l*, Tintagel	1 0 0	—	
12000	Ladywell,* *l*, Salop	2 10 0	2½	2⅞ 3⅛
2500	Levant, *c*, *t*, St. Just	6 5 0	—	
10000	Llanarmon, Denbigh	2 0 0	3	2 2½
20000	Llanidloes Wh. Van,* *l*, Montgomery	1 0 0	—	
17000	Llywernog, *l*, Cardiganshire	0 16 0	—	
50000	Llyny-Pandy, *l**	1 0 0	—	
6000	Medlyn Moor, *t*, Wendron	0 3 4	½	¼ ½
8000	Mellanear, *c*, Hayle*	4 0 0	—	
4662	Minera Union, *l* [2500 £4 p., 2162 £2 15s. p.]		—	
25000	Mount Dalby, *s-l*, Isle of Man*	1 0 0	—	
6144	Nangiles, *t*, *c*, Kea	9 5 0	¾	¼ ¾
4000	Nanty, *l*, Montgomeryshire*	1 0 0	—	
2000	Nant y Ricket,* *c*, *l*, Montgom.	5 0 0	7	8½ 8¾
10000	New Beldon, *l*, Northumberland*	1 0 0	—	
2450	New Cook's Kitchen, *t*, Camborne	1 15 0	1¼	1½ 1¾
25000	New Dale, *l*, Staffordshire	1 0 0	—	
8000	New Dolcoath, *t*, *c*, Camborne*	3 0 0	2¾	2½ 3
4096	New East Lovell, *t*, Wendron	0 10 0	—	
2000	New Hendra, *t*, Breage	1 3 6	1¾	1½ 1¾
15000	New North Van, *l*, Llanidloes	1 0 0	1½	1¼ 1½
5000	New Rosewarne, *c*, Gwinear	2 12 0	3	2 2½
3000	New Silver Rake, *s-l*, Flintshire	5 0 0	5¾	5¼ 5¾
1200	New West Rosewarne, *t*, Gwinear	4 0 0	—	
5000	New Wheal Charlotte, *t*, *c**	2 0 0	2	1½ 2
4000	New Wh. Grylls, *t*, Perranuthnoe	0 16 6	1½	1 1½
4096	New Wheal Lovell, *t*, Wendron	4 13 6	1	⅞ 1
1200	New Wh. Seton, *c*, Camborne	35 16 8	11	9 10
512	North Busy United, *t*, *c*, Kenwyn	2 8 0	—	
5610	North Wheal Crofty, *c*, Illogan†	4 1 9	⅜	⅛ ⅜
2000	North Wheal Towan, *t*, *c*, Illogan	1 19 6	—	
10000	North Pool, *c*, Illogan* (Reserve 2500)	2 0 0	2	1 2
1000	North Rosewarne, *c*, Gwinear	5 5 0	3¾	3¼ 3¾
695	North Roskear, *c*, Camborne	69 9 0	9	8 9
12000	North Tankerville, *l*, Salop*	1 0 0	—	
8000	North Treleigh Wood, *t*, Redruth*	1 0 0	1⅜	1⅛ 1¼
5936	North Treskerby, *c*, St. Agnes	3 0 10	1⅜	1½ 1⅝
12000	Old Batholes,* *l*, Salop	1 10 0	—	
1200	Old Bottle Hill, *t*, Plympton	1 0 0	—	
27000	Old Treburgett, *s-l*, (&9000 pref. 10s. f.-pd)	1 0 0	⅞	⅝ ⅞
15000	Oola Hills,* *l*, *c*, Limerick	1 0 0	—	
3000	Parbola, *t*, *c*, Gwinear	0 13 4	—	
24000	Parys Mountain, *c*, Anglesea*	3 0 0	½	⅜ ½
256	Pendarves United, *t*, *c*, Camborne	105 5 0	—	
1731	Penhale Wheal Vor, *t*, *c*, Helston	13 15 0	—	
12000	Pennerley, *l*, Shropshire*	2 0 0	2½	2¼ 2½
15000	Penrhyn, *l*, Carnarvonshire*	2 0 0	—	
50000	Penstruthal, *t*, *c*, Gwennap	2 0 0	1⅛	1 1¼
12000	Pen-yr-Henblas, *l*, North Wales*	1 0 0	—	
16000	Perkins Beach, *l*, Salop*	1 0 0	½	¼ ⅜
6000	Perran Consols, *t*, Perran	2 2 0	—	
3000	Perran Wheal Virgin	1 15 0	⅝	½ ⅝
12000	Plynlimmon, *l*, Llanidloes*	2 5 0	¾	⅜ ⅝
2000	Polbreen, *t*, St. Agnes	6 10 0	—	
2000	Polcrebo, *c*, Hayle	5 10 0	—	
1000	Polhigey Moor, *t*, Wendron	2 10 0	—	
2000	Prideaux Wood, *t*, Lanivery	5 0 0	—	
12000	Prince of Wales, *c*, Calstock‡	0 19 0	½	⅜ ½
8325	Princess of Wales, *c*, Calstock	0 18 0	—	
8000	Reafadda, *c*, Tipperary	1 0 0	—	
3877	Redmoor, *c*, *t*, Callington	3 0 0	⅜	¼ ⅜
12000	Rhydtalog, *s-l*, Cardiganshire	1 0 0	—	
15000	Rookhope Valley, *l*, Durham*	4 0 0	3	2½ 3
10000	Rose United, *t*, *c*, Redruth	1 0 0	⅛	⅛
5869	Rosewall Hill and Ransom, *t*	4 2 6	⅞	¾ ⅞
6000	Rosewarne United, *c*, *t*, Gwinear	0 15 0	¾	½ ¾
3000	Russell, *s-l*, Swymbridge	0 5 0	—	
6123	South Condurrow, *t*, *c*, Camborne‡	6 5 6	6¼	6 6¼
120	South Devon, *f-c*, Tavistock	1 0 0	—	
512	South Dolcoath, *c*, *t*, Redruth	7 0 0	8½	8 8½
6000	South Fowey, *t*, *c*, Tywardreath	2 6 6	—	
5000	South Great Work, *t*, St. Hilary	1 14 6	—	
12000	South Kit Hill, *t*, Callington*	1 0 0	—	
12000	South Lisburne, *l*, *bl*, Cardigan*	0 12 6	—	
700	South Margaret, *t*, Ludgvan	1 10 0	1¼	1 1¼
2500	South Merllyn, *l*, Flint*	2 0 0	—	
12000	South Phœnix, *t*, *c*, Linkinhorne	1 0 0	1¾	1½ 1¾
12000	South Plynlimmon, *l*, Llanidloes*	1 7 6	—	
12000	South Roman Gravels, *l*, Salop*	1 10 0	1⅞	1⅝ 1¾
6000	South Roskear, *t*, *c*, Camborne	5 0 0	9	8 9
6000	South Tolcarne, *t*, *c*, Camborne	0 7 6	⅞	⅝ ¾
3000	South Ward, *l*, Beerferris	2 1 0	—	

NON-DIVIDEND MINES—*continued.*

Shares.	Mines.	Paid.
937	South Wheal Crofty, *c*, Illogan	35 0 10
496	South Wh. Frances, *c*, Illogan†	29 3 9
6000	South Wheal Kitty, *t*, St. Agnes	0 5 0
4000	St. Agnes Consols, *t**	4 0 0
14000	St. Blazey *t*.* (£2 10s. shares)	3 0 0
62000	St. Breward Consols,* *c*, *s*, Cornwall	1 0 0
20000	St. Dennis Consols, *t*, St. Dennis	1 0 0
6000	St. Lawrence, Amal., *l*, Flintshire*	2 0 0
12000	Tamar Consols, *s-l*, Lifton, Devon	1 0 0
3879	Tamar Valley, *s-l*, Beeralston	1 7 6
4000	Teign Valley, *l*, *bar*., Bridford	1 0 0
3526	Tin Valley, St. Neot	1 9 6
5000	Treleigh Wood, *t*, Redruth	2 13 0
1024	Treleigh Wood United, *t*, Redruth	1 0 0
547	Trelyon Consols	12 0 0
12000	Trethellan, *s-l*, Crantock*	2 0 0
7500	Tresellyn, *t*, Altarnun	2 10 0
15000	Tretoil,* *t*, *i*, Bodmin	2 0 0
1343	Trevarrack, *t*, *c*, Uny Lelant	4 2 6
200	Tucker's Downs, Camborne	2 0 0
12000	Tyllwyd,* *s-l*, Cardigan	1 0 0
6000	Unity Wood, *t*, *c*, Kenwyn	2 0 0
15000	Van Consols, *l*, Llanidloes*	2 10 0
1000	Vaughan, *s-l*, Cardigan	7 0 0
20000	Victoria, *t*, Perranzabuloe	1 0 0
25000	Vron United, *s-l*, Flintshire	1 0 0
30000	Welsh, *l*, Cardigan*	1 0 0
6000	West Basset, *c*, Illogan†‡	3 16 8
110592	West Caradon, *c*, St. Cleer*†‡	1 1 0
100	West Condurrow, *t*, *c*, Camborne	5 0 0
12800	West Drake Walls, *c*, Calstock	0 14 0
10000	W. Esgair Lle, *l*, Card.* (1000 reserve)	2 0 0
5000	West Godolphin, *t*, *c*, Breage	1 6 0
12000	West Goginan,* Cardiganshire	2 0 0
5164	West Great Work, *t*, Breage	4 2 6
1000	W. Gwennap Consols, *t*, *c*, Gwennap	5 0 0
8750	West Jewell, *t*, Gwennap*	2 0 0
10000	West Llangynog, *s-l*, Montgomery	2 0 0
12000	West Maria & Fortescue, *t*, *c*, Lamer.	4 7 6
50000	West Milwr, *s-l*, Flint	1 0 0
12000	West Pant-y-Go, *s-l*, Flint*	1 0 0
3000	West Phœnix, *t*, Linkinhorne	0 13 0
2500	West Polbreen, *t*, St. Agnes	3 0 0
12000	West Stiperstones, *l*, Salop*	1 0 0
12000	West Tankerville, *l*, Salop*	3 0 0
512	West Tolgus, *c*, Redruth	87 0 0
2000	West Wheal Lucy, *t*, *c*, Lelant	1 8 0
6000	West Wheal Gorland, *t*, *c*	3 0 0
400	West Wheal Seton, *c*, Camborne†	54 15 0
6000	Wheal Agar, *c*, Illogan	9 12 0
6000	Wheal Alice, *t*, Uny Lelant	0 10 0
6000	Wheal Argus, *t*, Sancreed	0 10 0
25000	Wheal Arthur, *t*, *c*, Calstock*	1 0 0
741	Wheal Basset and Grylls, *t*	9 13 6
512	Wheal Buller, *c*, Redruth†‡	52 5 0
6000	Wheal Coates, *t*, St. Agnes	2 0 0
5193	Wheal Crebor, *c*, Tavistock	3 10 6
8000	Wheal Emma, *t*, *c*, Buckfastleigh	1 5 0
5120	Wheal Grambler, *c*, *t*, Redruth	0 7 0
12000	Wheal Jewell, *c*, Marazion	1 1 0
2048	Wheal Kitty, *t*, Uny Lelant	3 10 6
5000	Wheal Lucy, *t*, Phillack	1 7 0
12000	Wh. Mary Hutchings, *t*, Plympton	0 1 10
1000	Wheal Osborne, *t*, Crowan	3 0 0
3000	Wheal Peevor, *t*, Redruth	3 0 0
5000	Wheal Rome, *s-l*, *bl*, *c*, Camborne	0 2 6
10000	Wheal Ruby, *t*, Ludgvan	1 0 0
4568	Wheal Sparnon, *t*, Redruth	4 0 0
1000	Wheal Speedwell, *t*, *c*, Breage	1 0 0
4096	Wheal Uny, *t*, *c*, Redruth	12 9 6
6000	Wheal Vincent, *t*, Alternun	1 7 6
8000	White Works, *t*, Dartmoor*	5 0 0
12000	Willoughby, *l*, Llanrwst	2 10 0
10000	Wood Close & Polgooth, *t*, St. Mew.*	2 10 0
1200	Zennor, *t*, Cornwall	5 0 0

IRON AND COAL COMPANIES.

Shares.	Company.	Paid.
£100	John Abbot and Co. [L.]	£75 0 0
15	Albion Steel and Wire Co. [L.]	10 0 0
100	Ashbury Co. [L.]	90 0 0
10	Benhar Coal Co. [L.]	7 0 0
50	Bilbao Iron Ore Co. [L.]	25 0 0
50	Blaenavon Iron and Steel Co. [L.]	37 10 0
100	Bolckow, Vaughan, and Co. [L.]...A	35 0 0
30	Ditto ditto ...B	30 0 0
50	Britannia Ironworks [L.]	25 0 0
50	Brown, Bailey, and Dixon [L.]	10 0 0
100	Brown, John, and Co. [L.]	70 0 0
100	Cammell and Co. [L.]	80 0 0
10	Cardiff & Swansea St. Coal Co. [L.]	3 0 0
10	Cardigan Steel and Wire Co. [L.]	1 0 0
50	Central Swedish Iron and Steel [L.]	50 0 0
50	Charlton Iron Co. [L.]	7 10 0
10	Chillington Iron Co. [L.]	10 0 0
1	Clee Hill Colliery Co. [L.]	1 0 0
10	Consett Iron Co. [L.]	7 10 0
1	Consett Spanish Ore [L.]	1 0 0
50	Cooke, William, and Co. [L.]	10 0 0
20	Darlington Iron Co. [L.]	8 0 0
15	Davy Brothers [L.]	10 0 0
32	Ebbw Vale Co. [L.]	29 0 0
6	Fairbairn Engineering	5 0 0
20	General Mining Association [L.]	20 0 0
10	Glasgow Port Washington [L.]	1 10 0
2	Gwyngwillim Colliery Co. [L.]	0 10 0
15	Hopkins, Gilkes, and Co. [L.]	10 0 0
10	Ifton Rhyn Colliery Co. [L.]	2 10 0
10	Ince Rolling Mills [L.]	8 0 0
10	John Bagnall and Sons [L.]	4 0 0
5	Littledean Woodside Coll. Co. [L.]	5 0 0
50	Llynvi, Ogmore, & Tondu Co. [L.]	42 0 0
10	Lydney and Wigpool Iron Ore [L.]	6 0 0
10	Marbella Iron Ore Co. [L.]	10 0 0
10	Merry and Cuninghame [L.]	3 10 0
6	Mersey Steel and Iron Co. [L.]	5 0 0
5	Mold Argoed Colliery Co. [L.]	5 0 0
10	Monkland Iron and Coal Co. [L.]	10 0 0
10	Midland Iron Co. [L.]	5 0 0
4	Mwyndy Iron Ore [L.]	3 10 0
100	Nant-y-Glo and Blaina (8 p. c. pref.)	100 0 0
10	Native Iron Ore [L.]	4 0 0
10	Neepsend Rolling Mills [L.]	3 0 0
1	Nerbudda Coal and Iron	0 8 0
10	No. of Ireland Iron Company [L.]	3 0 0
10	Northmptn. Coal, Iron & Wagon [L.]	3 0 0
10	Northfield Iron Co. [L.]	6 0 0
35	Palmer's Shipbuilding and Iron [L.]	25 0 0
100	Parkgate Iron Co. [L.]	65 0 0
20	Patent Shaft and Axletree [L.]	10 0 0
50	Phœnix Bessemer Co. [L.]	30 0 0
50	Rhymney Iron Co. [L.]	50 0 0
100	Sandwell Park Colliery Co. [L.]	80 0 0
50	Shotts Iron Co. [L.]	50 0 0
100	Sheepbridge Iron and Coal [L.]	55 0 0
10	Sheffield Forge and Rolling Mill [L.]	2 10 0
5	Silkstone Fall Colliery Co. [L.]	4 0 0
20	Skerne Ironworks [L.]	15 0 0
100	Staveley Iron and Coal Co. [L.]	60 0 0
100	Ditto ditto New	10 0 0
10	Stranton Iron and Steel Co. [L.]	7 0 0
20	South Cleveland Ironworks [L.]	20 0 0
100	Thames Iron Company	100 0 0
7½	Titanic Iron and Steel	5 0 0
20	Ulverston Mining Co. [L.]	10 0 0
10	Vancouver Coal [L.]	6 0 0
100	Vickers, Sons, and Co. [L.]	100 0 0
50	Welsh Ironworks Co. [L.]	50 0 0
25	W. Cumberland I. and Steel [L.]	5 0 0
5	West Swansea Colliery Co. [L.]	3 0 0
10	Whitehaven Iron Co. [L.]	10 0 0
100	Wigan and Whiston Coal Co. [L.]	70 0 0
100	Wigan Coal and Iron Co. [L.]	75 0 0

MISCELLANEOUS.

Shares.	Company.	Paid.
10	Anglo-Mexican Mint	10 0 0
25	Canada Company	25 0 0
25	Copper Miners of Eng. (7 p. c. pref.)	25 0 0
10	Huntingdon Copper and Sul. Co.	8 0 0
5	Patent Gunpowder	2 0 0
10	Silber Light (ord. sh.)	8 0 0
10	Tharsis Sulphur and Copper Co.	10 0 0
10	Young's Paraffin Light	8 10 0

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b, blende; *cl*, coal; *c*, copper; *g*, gold; *l*, lead; *s*, silver;
s-l, silver-lead; *t*, tin; *z*, zinc.
* Limited Liability Companies; † quoted on the Stock
‡ have paid dividends.

London: Printed by RICHARD MIDDLETON, and
HENRY ENGLISH (the proprietors), at their office,
STREET, E.C., where all communications are
addressed.—July 5, 1873.